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DIARY OF LOCAL EVENTS.

TO-DAY.

(February 9.)

1st Day of Shawal.
Id-ul-fitr.
Shrove Tuesday.
Rotary Club Tiffin at Lane, Crawford's Restaurant, 1 p.m.
Hong Kong Volunteer Defence Corps (Portuguese Company) Dinner at Club Lusitano.
Hong Kong Football Association, Council Meeting, 5.30 p.m.
Hockey: Radio Sports Club v. German Club.
Queen's Theatre: "Sidewalks of New York."
King's Theatre: "Merely Mary Ann."
Central Theatre: "Charley's Aunt."
World Theatre: "Robin Hood."
Star Theatre: "Our Modern Maidens."
Tea Dances at King's Restaurant and Hong Kong Hotel; Dinner Dances at Peninsula Hotel, Hong Kong Hotel and King's Restaurant.

WEDNESDAY.

(February 10.)

Ash Wednesday.
Hockey: St. Andrew's Young Men's Club v. Hong Kong University 2nd XI.
Hunting: Fanling Hunt Hounds Meet, Pine Tree Hill, 3.15 p.m.
King's Theatre: "Merely Mary Ann."
Central Theatre: "Charley's Aunt."
Queen's Theatre: "Dixiana."
Star Theatre: "Our Modern Maidens."
World Theatre: "Robin Hood."
Tea Dances at King's Restaurant and Hong Kong Hotel; Dinner Dances at Hong Kong Hotel, Repulse Bay Hotel and King's Restaurant.

THURSDAY.

(February 11.)

Legislative Council Meeting, Council Chambers, 2.30 p.m.
Star Ferry Co., Ltd., Meeting at Jardine's Boardroom.
Hockey: Radio Sports Club v. Hong Kong University.
King's Theatre: "The Gang Buster."
Queen's Theatre: "Dixiana."
Central Theatre: "Charley's Aunt."
World Theatre: "Robin Hood."
Star Theatre: "Condemned."
Tea Dances at King's Restaurant and Hong Kong Hotel; Dinner Dances at Hong Kong Hotel, Peninsula Hotel and King's Restaurant.

The Close Of Ramadan

THE MEANING OF THE GREAT MUSLIM
FAST AND FESTIVAL.

INCREASING STRICTNESS OF THE
COMMUNITY.

Our Muslim friends to-day celebrate their *Id-ul-fitr* and the nature and its meaning are described below by a member of the faith of Islam.

The translation of those three words might be said to mean "release," for *Id-ul-fitr* follows Ramadan, the fasting month. For the past thirty days, the Muslims have observed fast and during that period, they neither eat nor drink anything from just before sunrise to sunset. Many people have wondered how fasting originated and because I was more than interested in this question, I approached one of the "learned men" or *muftis* (priest) in Hong Kong. He told me that according to the teaching of Islam, fasting was observed right from the beginning of the world, or in other words, from the time of the first prophet, Adam. It went on and on, and although the period of fast during the times of the different prophets was not always the same, it became a fixed rule from the time of Mohammed, that fast must be observed for a whole month, and Ramadan was chosen as that month.

DURING RAMADAN.

What exactly do the Muslims do during Ramadan? They carry on their ordinary duties as usual, but fast or *roza* is compulsory for everybody, except the sick, those travelling and, for a certain time, the womenfolk are excused this duty. Fast does not only mean starving one-self. It means that control over self in all directions, which is taught in Islam, must be exercised more than ever during this month of months. The idea of keeping *roza* is from the physical point of view to give the internal organs an "overhaul" or rest.

I have followed the activities of the Muslim community here with very deep interest and I find that during recent years, more and more of the younger generation are following the teaching and precepts of Islam more strictly than ever. The young men of the community are most of them, office workers, and they also go in very keenly for different forms of sport, but when Ramadan comes along, they observe it, although in some cases, they still carry on with their games while fasting.

SPECIAL PRAYERS.

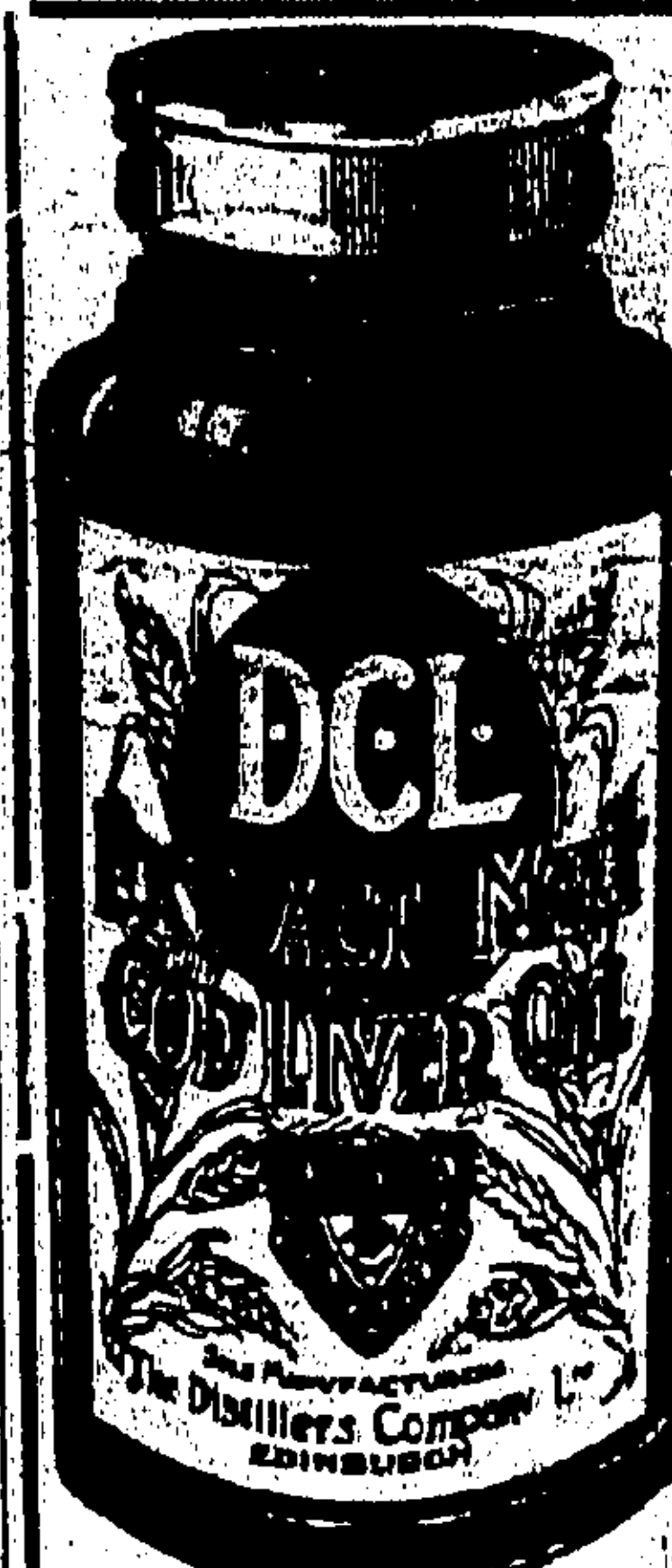
As is well-known, Muslims are obliged to pray five times a day, but in the month of Ramadan, they have to offer a special prayer, and that is in the evening. That prayer is known as *Ta-ra-avi* and consists of twenty *rakats*. In the Mosque in Shelley Street, in the Mosque at Kowloon, and in private residences every night during this month, Muslims say this prayer in addition to their ordinary night prayer which is known as *aysha*.

I was once asked that if Muslims had to starve all day, how can they stand it? It is not a question of starving all day. At about three o'clock in the morning or thereabouts, they have *surgi* which is the last meal before the next evening, when fast is broken. *Surgi* takes the form of an ordinary meal and so strict is the rule regarding *roza* that after this meal the mouth is thoroughly washed out and the teeth thoroughly cleaned in order that nothing, not even the tiniest bit of food is left. After this meal, fast is "closed" nothing is taken again till the same evening when it is broken just before *magrib*, or the evening prayer.

In cases where a Muslim is sick or so weak that he cannot stand the strain of Ramadan, it is not unusual for him to pay a certain amount of money to some poor person in order that the latter might fast on his behalf, but on every able-bodied Muslim, *roza* is faraz or compulsory. No excuse is accepted from people who do not observe fast, and for every fast broken intentionally, the strict rule is a penalty of fast for sixty days.

ID-UL-FITR.

The above was what I learnt from a conversation with the *mufti*, and as regards *Id-ul-fitr* itself, it is the festival which marks the close of Ramadan. On this day special services are conducted at the Mosque and prior to the prayers, every Muslim is bound to give a certain sum of money to charity. The money is called *fitr*. After the service at the Mosque, the order of the day is to go visiting relations and friends, exchanging good wishes and greetings, and generally "making merry."



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Roast Capon and Ham
Salad à la Italienne
Boiled or Mashed Potatoes
Cauliflower in Cream
Apple Fritters
Fruit. Tea or Coffee

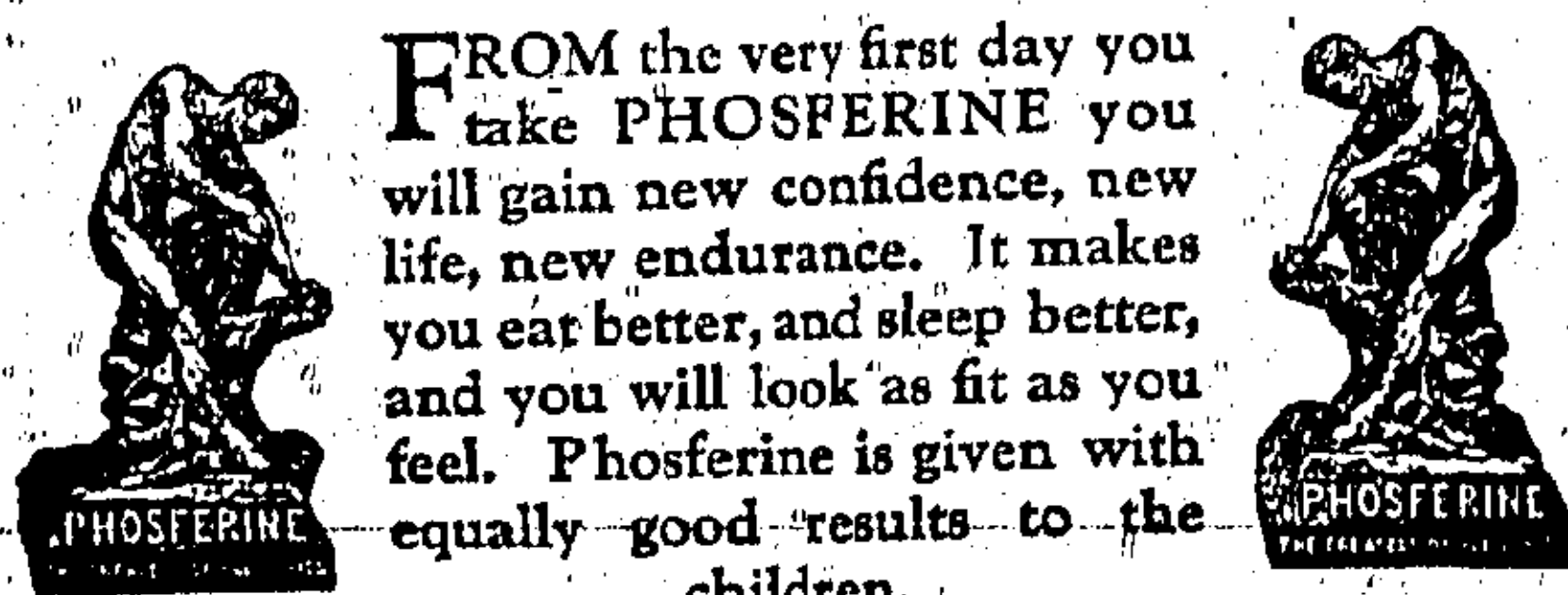
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STUDEBAKER SIX

R.A.C. Horse-Power Rating 25.5.
Brake Horse-Power 20 at 3,200 Revolutions.
Piston Displacement 230 Cubic Inches. Wheel-Base 117 Inches.
Speed 60 M.P.H.

| Model | Wheels | Upholstery | Net Weight | F.O.B. Price | Packing | H.K. Price |
|---------------------|---------|------------|------------|--------------|---------|------------|
| Coupe Regular | 5 Wire | Bedford | 3,010 lbs. | G\$ 840 | G\$ 220 | G\$ 1,060 |
| Roadster Regular | 5 Wire | Leather | 3,060 | 890 | 220 | 1,110 |
| Coupe Sport | 5 Wire | Bedford | 3,080 | 850 | 230 | 1,080 |
| Brougham Regular | 5 Wire | Bedford | 3,145 | 880 | 230 | 1,110 |
| Sedan Regular | 5 Wire | Bedford | 3,195 | 890 | 230 | 1,120 |
| Coupe Regal | 5 Wire | Bedford | 3,200 | 945 | 235 | 1,180 |
| Convertible Regular | 5 Wire | Leather | 3,215 | 955 | 235 | 1,190 |
| Roadster Regal | 5 Wire | Leather | 3,215 | 955 | 235 | 1,190 |
| Coupe Regal | 6 Steel | Bedford | 3,180 | 995 | 235 | 1,230 |
| Brougham Regal | 6 Steel | Bedford | 3,225 | 995 | 235 | 1,230 |
| Sedan Regal | 6 Steel | Bedford | 3,275 | 995 | 235 | 1,230 |
| Convertible Regal | 6 Steel | Leather | 3,215 | 1,060 | 230 | 1,290 |

OPTIONAL EQUIPMENT—NO CHARGE

6 Wire Wheels instead of 5 Steel Spoke Wheels, Mohair Upholstery instead of Bedford, Regular Models choice of 2 Colours, Regal 4 Colours.

OPTIONAL EQUIPMENT—EXTRA CHARGE

Spare Tire and Tube 18 x 5.50—4 Ply. \$14, Leather Upholstery \$20, 5 Steel Spoke Wheels instead of 5 Wire Wheels \$25, Tourists Trunk without cases \$30, Cases for Trunk \$20, Philco Transitone Radio \$85, Special Colour \$60. Prices of other Approved Accessories on Application.

DICTATOR EIGHT

R.A.C. Horse-Power Rating 30.
Brake Horse-Power 21 at 3,200 Revolutions.
Piston Displacement 224 Cubic Inches. Wheel-Base 117 Inches.
Speed 65 M.P.H.

| | | | | | | |
|---------------------|--------|---------|------------|---------|---------|-----------|
| Coupe Regular | 5 Wire | Bedford | 3,120 lbs. | G\$ 990 | G\$ 230 | G\$ 1,220 |
| Roadster Regular | 5 Wire | Leather | 3,240 | 1,030 | 230 | 1,260 |
| Coupe Sport | 5 Wire | Bedford | 3,190 | 1,030 | 230 | 1,260 |
| Sedan Regular | 5 Wire | Bedford | 3,240 | 1,030 | 230 | 1,260 |
| Coupe Regal | 5 Wire | Bedford | 3,250 | 1,085 | 235 | 1,320 |
| Convertible Regular | 5 Wire | Leather | 3,195 | 1,095 | 235 | 1,330 |
| Roadster Regal | 5 Wire | Leather | 3,210 | 1,135 | 235 | 1,370 |
| Coupe Regal | 5 Wire | Leather | 3,270 | 1,135 | 235 | 1,370 |
| Brougham Regal | 5 Wire | Leather | 3,290 | 1,135 | 235 | 1,370 |
| Sedan Regal | 5 Wire | Leather | 3,340 | 1,135 | 235 | 1,370 |
| Convertible Regal | 5 Wire | Leather | 3,275 | 1,201 | 240 | 1,440 |

OPTIONAL EQUIPMENT—NO CHARGE

6 Wire Wheels instead of 5 Steel Spoke Wheels, Mohair Upholstery instead of Bedford, Regular Models choice of 2 Colours, Regal Models choice of 4 Colours.

OPTIONAL EQUIPMENT—EXTRA CHARGE

Spare Tire and Tube 18 x 5.50—4 Ply. \$14, Leather Upholstery \$20, 5 Steel Spoke Wheels instead of 5 Wire Wheels \$25, Tourists Trunk without cases \$30, Cases for Trunk \$20, Philco Transitone Radio \$85, Special Colour \$60. Prices of other Approved Accessories on Application.

COMMANDER EIGHT

R.A.C. Horse-Power Rating 30.
Brake Horse-Power 20 at 3,200 Revolutions.
Piston Displacement 250 Cubic Inches. Wheel-Base 125 Inches.
Speed 70 M.P.H.

| | | | | | | |
|---------------------|--------|---------|------------|-----------|---------|-----------|
| Coupe Regular | 5 Wire | Bedford | 3,445 lbs. | G\$ 1,360 | G\$ 280 | G\$ 1,640 |
| Sedan Regular | 5 Wire | Bedford | 3,555 | 1,370 | 280 | 1,650 |
| Convertible Regular | 5 Wire | Leather | 3,590 | 1,415 | 285 | 1,695 |
| Roadster Regal | 5 Wire | Leather | 3,475 | 1,405 | 285 | 1,690 |
| Coupe Regal | 5 Wire | Bedford | 3,525 | 1,405 | 285 | 1,690 |
| Brougham Regal | 5 Wire | Bedford | 3,545 | 1,445 | 285 | 1,730 |
| Sedan Regal | 5 Wire | Bedford | 3,585 | 1,445 | 285 | 1,730 |
| Convertible Regal | 5 Wire | Leather | 3,500 | 1,520 | 290 | 1,790 |

OPTIONAL EQUIPMENT—NO CHARGE

6 Wire Wheels instead of 5 Steel Spoke Wheels, Mohair Upholstery instead of Bedford, Regular Models choice of 2 Colours, Regal Models choice of 4 Colours.

OPTIONAL EQUIPMENT—EXTRA CHARGE

Spare Tire & Tube 18 x 5.50—4 Ply. \$14, Leather Upholstery \$20, 5 Steel Spoke Wheels instead of 5 Wire Wheels \$25, Tourists Trunk without cases \$30, Cases for Trunk \$20, Philco Transitone Radio \$85, Special Colour \$65. Prices of other Approved Accessories on Application.

PRESIDENT EIGHT

R.A.C. Horse-Power Rating 30.2.
Brake Horse-Power 22 at 3,200 Revolutions.
Piston Displacement 337 Cubic Inches. Wheel-Base 135 Inches.
Speed 60 M.P.H.

| | | | | | | |
|---------------------|--------|---------|------------|-----------|---------|-----------|
| Sedan Regular | 5 Wire | Bedford | 3,420 lbs. | G\$ 1,600 | G\$ 280 | G\$ 1,880 |
| Convertible Regular | 5 Wire | Leather | 3,460 | 1,700 | 285 | 2,005 |
| Sedan Regular | 5 Wire | Bedford | 3,420 | 1,780 | 285 | 2,065 |
| Roadster State | 5 Wire | Leather | 3,400 | 1,785 | 285 | 2,070 |
| Coupe State | 5 Wire | Bedford | 3,410 | 1,785 | 285 | 2,080 |
| Brougham State | 5 Wire | Bedford | 3,430 | 1,785 | 285 | 2,080 |
| Sedan State | 5 Wire | Bedford | 3,420 | 1,785 | 285 | 2,080 |
| Convertible State | 5 Wire | Leather | 3,420 | 1,880 | 290 | 2,170 |
| Sedan State | 5 Wire | Bedford | 3,420 | 1,880 | 290 | 2,170 |
| Limousine State | 5 Wire | Bedford | 3,450 | 1,945 | 295 | 2,240 |

OPTIONAL EQUIPMENT—NO CHARGE

6 Wire Wheels instead of 5 Steel Spoke Wheels, Mohair Upholstery instead of Bedford, Regular Models choice of 2 Colours, State Models choice of 4 Colours.

OPTIONAL EQUIPMENT—EXTRA CHARGE

Spare Tire & Tube 18 x 5.50—4 Ply. \$22, Leather Upholstery \$30, 5 Steel Spoke Wheels instead of 5 Wire Wheels \$45, Tourists Trunk without cases \$30, Cases for Trunk \$20, Philco Transitone Radio \$85, Special Colour \$75. Prices of other Approved Accessories on Application.

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THE MOTOR CYCLE WORLD.

NEW MACHINES FOR 1932.

MATCHLESS BUY A.J.S.: PRODUCTION TO CONTINUE.

While naturally the total attendance at the last Motor Cycle Show in London was lower than last year, it was quite evident that of the visitors there was a greater proportion of enthusiasts, and potential purchasers as opposed to mere sightseers. Further, there were numerous visitors from the Continent where the devaluation of the pound has recently helped sales. To-day this British industry is doing active business in nearly 80 Overseas markets.

Among 1932 machines the introduction of three new models and the revival of the 250 c.c. range makes the Ariel programme particularly interesting. The newcomers are a light 350 c.c., a vertical 4-valve "500" and a larger 4-cylinder. The latter is similar in appearance and specification to the 500 c.c., "square four," which is continued with detail improvements, but it has a capacity of 600 c.c. The extra horse-power gives greatly improved speed and "pull" and the even torque of the engine makes the machine practically skid-proof. It is capable of 90 m.p.h. solo and over 70 with a sidecar. Both the 4-cylinder machines have 4-speed gearboxes and cost £25.15.0.

The "Babies."

The Triumph 2-stroke Junior has now been reduced in price to £21 and there are two smaller lightweight machines in the range of 98 and 147 c.c. respectively, which may be described as the company's response to the new taxation regulations at home.

The 4-strokes range in capacity from 250 to 540 c.c. and, in addition there are two special competition models. The specification of these two is generally alike, though one has a 343 c.c. and the other a 493 c.c. engine.

A Notable Acquisition.

In connection with a name which for many years has been well known in the Overseas markets, it is interesting to learn that the manufacturing rights of A.J.S. motor cycles have been acquired by the Matchless concern and A.J.S. machines will be made at the Woolwich factory as a separate production. It is understood that six types in the 350 and 600 c.c. capacities will constitute the range for 1932.

EACH TO HIS TASTE.

I have never understood why so many people paste pretty cut-outs of bathing girls on the rear windows of their cars, perhaps because I'm getting old and lack the necessary imagination. Anyway, why advertise somebody's shirtings or is it bathing costumes? The Palmer tyre people have just issued a transparency depicting a bathing girl in a joyous mood and not diving off the deep end out of reach. Gentlemen prefer blondes, they say. Well, this one is the blondest blonde I have ever seen.—The Auto Car.

BUYING BRITISH.

The result of a census of motor cars parked in Palace Yard when the House of Commons rose shows a total of nineteen British cars out of twenty-two. The proportion of British cars has increased considerably since the day the new Parliament opened, when a similar census discovered sixteen British cars and fourteen foreign.

LARGE-BODIED "SMALL" CAR.

THE NEW HILLMAN MINX.

There has been a general tendency towards putting large bodies on small chassis, but no manufacturer has equalled the Hillman Company in this respect, for, in their new Minx, they have produced a car which really does seat four good-sized people in absolute comfort, yet the chassis has a wheel-base of no more than 7 ft. 8 ins. Moreover, the Family Saloon model, comprehensively equipped, sells for as little as £155 at home. Add to these startling features the fact that the car is a thorough good-looker, equipped with ample power—a 9.8 h.p. engine—that it will do over 90 m.p.h. and 35-40 m.p.g., and it is obvious that, in the Minx, the Hillman Company have really achieved something sensational.

So much one is forced to admit when one examines this new production. First impressions are most satisfactory, for the Minx is an exceedingly attractive car, so beautifully proportioned that it has not the air of being a small car at all. The symmetrical lines of the body are such that one gets an impression of bigness and dignity. Then, when one enters, one finds ample leg-room and headroom combined with a width in the back seats, of no less than 50½ in. It is simply amazing.

Turning to mechanical details, the engine is a four-cylinder, with side-by-side valves, of 9.8 h.p. R.A.C. rating, pressure lubricated and cooled by thermo-syphon and fan. Ignition is by coil. The Minx engine has one outstanding meritorious feature—a 3-bearing crankshaft—so seldom found in small car engines. And yet it is the one solution to that annoying "thump" which disfigures so many otherwise pleasant machines.

The chassis is strongly constructed and extraordinarily well sprung; the rear springs, indeed, are no less than 4½ ins. long, and shock absorbers are fitted all round. During lengthy and strenuous testing the Minx underwent on the Continent and elsewhere, it proved itself a car of great roadability, more than equal to the worst conditions of bad surfaces.

The gearbox provides three speeds and reverse, and transmission is by Hardy Spicer propeller shaft to spiral bevel axle. Powerful four-wheel brakes of Bendix-Perrot type are employed, and separate rear and side lamps are provided. The petrol tank is at the rear, and holds 4½ gallons, feed to the carburettor being by pump. The tyres are of 4.50 in. section, which is larger than usual for a car of this size. An ingenious feature is the manner in which the tools are disposed, each in its own special clip on a neat platform under the bonnet.

AIR-COMMODORE KINGSFORD SMITH.

BUYS A TRIUMPH.

Having heard much of the good qualities of the Triumph Super Seven, Air-Commodore Kingsford Smith recently paid a visit to the showrooms of the Triumph Distributors in Sydney for the purpose of examining a stripped chassis. After having spent upwards of an hour examining and discussing the various features, he went for a trial run and was so delighted with its performance that he decided to purchase a Coupe for his personal use.

His enthusiasm for the Triumph is perhaps best proved by the fact that on the following day he paid another visit to the showrooms in company with Flight-Lieutenant Ulm, his companion on many world-famous long distance flights. A demonstration run and a thorough examination of the chassis were sufficient to convince Lieut. Ulm of the merits of the Triumph, so he also decided to purchase a coupe for daily use.

114.77 M.P.H. M.G. MIDGET.

HOW THE NECESSARY REDUCTION OF WIND RESISTANCE AND THE LOW BUILD WERE ACHIEVED.

The 750 c.c. M.G. Midget, which has recently achieved the wonderful performance on Montlhéry track of taking the class H records at just over 114 m.p.h., is a decidedly interesting little machine differing considerably from the car with which 100 m.p.h. was first recorded in this same class.

To attain so great a speed it is necessary to reduce the head resistance of the car to the minimum, a problem more difficult of solution because the proximity of the ground makes the use of the most efficient form of stream-line body impossible. The first step, obviously, was to reduce the width to that required for a single man wholly covered by the body, and therefore wider than any component of the chassis. But if a single-seater body is mounted on an ordinary chassis the driver's seat, hitherto placed lower than the propeller-shaft and to one side of it, can only be set above the propeller-shaft, so the increase in body height almost nullifies the effect of the decrease in width.

Offset Engine.

Accordingly, the propeller-shaft has to be moved to one side either by driving it through gears from the back of the gear box, or, as has been done in the case of the Midget, by setting the engine, gear box, and propeller-shaft at such an angle that there is room between the shaft and one side-member for the driver to sit below shaft level. That entails setting the level pinion at an angle, to allow for which the crown wheel has to be cut in a rather curious manner, while both pinion and crown wheel are much nearer to one rear wheel than they are to the other. This scheme, which is used for the Duesenberg Indiana-

polis cars, for the single-seater Austin, and for this car, is simple, but quite effective.

The seat having been restored to its low level, the body of the car can be reduced considerably. For lightness, use is made of aluminium panelling on a duralumin frame. A blunt nose tapers into the bonnet, which in turn, through the scuttle, tapers down to a pointed tail. Since the man's head must project, a separate tail in provided as part of the body just behind his helmet.

Extra Oil and Water.

If the body were to be filled with air it would be less effective, yet air must pass the engine and radiator to take away the engine heat. Therefore, air is admitted through an orifice in the nose, but expelled just in front of the dashboard.

Extra oil and water are carried in tanks mounted on the engine side of the dashboard. Since the less opening there is to be cockpit the better the shape of the body, a hinged lid comes down over the driver's shoulders; a device first used for an early type of Aston-Martin single-seater some years ago. Except for a smaller radiator the chassis otherwise follows accepted M.G. practice, the supercharger being between the front dumb-irons; the frame is curved up over the front axle, but carried straight under the rear axle, the extension of the frame behind the axle carrying the fuel tank in the car's tail.

Eyston's Great Drive.

Just before Christmas G. E. T. Eyston took this car out on Montlhéry track, and achieved 114.77 m.p.h. for five kilometres, which is very much the highest speed ever attained by a "750," and is a really astonishing performance from every point of view. The day was cold, and it was at first feared that the track had a thin layer of ice, which, as it happened, was not the case, and the little machine, its engine turning at just about 6,000 r.p.m., went on to take the five-mile record at 114.74, the ten-kilometre at 114.72, and the ten miles at 114.46 m.p.h. This was exactly in the right spirit of the game, for though not many people who had (Continued on next column.)

HIGH SPEED DELIVERY.

QUICK WORK BY ROOTES, LIMITED.

Standard Cars for South Africa. Much frequently depends upon the speed with which an order can be executed and the British manufacturer has, in the past, often been accused of dilatory methods. To-day, however, there is undoubtedly a thoroughly live spirit in industry.

An instance of what is being done nowadays is worth quoting. A cable was received from India by Rootes, Ltd., the well-known distributors, asking for a Humber Pullman landaulette and a 16/50 h.p. saloon to be shipped unpacked as urgently as possible. The cable arrived at 2 p.m. one day and, by great good fortune, there happened to be an example of each model in the Rootes showrooms. Within a couple of hours, then, all arrangements were made and the cars were on their way to the docks where they were immediately put on board and the ship had sailed before morning.


"Standard" Weekly Shipments.

The Union Castle liner, "Armadale Castle," recently carried the first of a series of large weekly shipments of 1932 model Standard cars for South Africa, where this Coventry firm has recently extended its activities; new agencies have been established in East London and Port Elizabeth.

This company has experienced a remarkable increase in Overseas sales since the beginning of its 1932 programme and a number of new markets are being opened up.

gone on in flames on one run and spent some time in hospital would care to put up an even faster run before they were really well again, yet there is no doubt whatever that, in taking the first opportunity to drive even faster, Eyston did exactly the right thing, and the only ill result so far has been a swollen right foot.

This car has an asbestos and metal fireproof dash protecting the driver.



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5-22c
6 cylinder

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521—6 cylinders
TOURERS, COUPE DE LUXE ... \$3,750.00 and \$4,300.00

522—6 cylinders
SALOONS DE LUXE \$4,500.00

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SPARKS FROM THE PLUGS

BRITISH CARS ABROAD.

WHY ENGLAND FAILED TO OBTAIN FIRST HOLD OF THE OVERSEAS MARKETS.

THE SKILL AND ENERGY WITH WHICH MANUFACTURERS HAVE SET TO WORK: LETTERS OF APPRECIATION IN PROOF OF THE SUITABILITY OF THE MODERN BRITISH CAR FOR THE ROUGHEST WORK.

There was a time, in years gone by, when the British-built motor car was said to be unsuitable for use in the Dominions and Colonies and in foreign lands. This allegation, naturally enough, was sedulously fostered by non-British car manufacturers, not a few of whom succeeded during the War years, from 1914-1918, in entreaching themselves firmly in markets which our pre-occupation in other directions forced us to abandon for the duration of hostilities. When our own factories were free to resume production of peace-time commodities we found that our rivals had "dug in" and that a "Hindenburg Line" awaited our assault.

But the boom followed the armistice, and for a year or so British cars were in such demand at home that there would have been few for despatch overseas even had they been required for export. Then came the "slump," demand in Great Britain fell off, and our manufacturers began to consider seriously the possibilities of markets beyond our own shores. They were faced with a big problem—a problem of which the magnitude was not at first appreciated—and time was needed to formulate a plan of campaign which would have a chance of success against rivals who for years past had made a very careful study of the requirements of car owners in Australia, New Zealand, South Africa, India, and countries beyond the boundaries of the British Empire.

Used to Power.

Our British cars, designed with the R.A.C. rating in mind—a rating which discouraged the big-bore engine that could easily develop considerable power at a low rate of revolution—were admirably adapted to our own roads. They were efficient, elegant (for those days), economical in fuel consumption, and speedy. Their shortcomings related to sturdiness of construction—an essential for "Colonial conditions"—suspension, cooling and ability to pull hard at low speeds on top gear. This last named was especially important, because the overseas motorist had, as a rule, been trained to drive a large-engined car on which gear changing was seldom necessary. There was also the supremely important matter of service facilities for British cars in foreign countries. It is scarcely an exaggeration to say that but a brief ten years ago these were non-existent.

So the leaders of the British motor industry put on their thinking caps. First they obtained opinions from abroad; then they went, or sent, to find out whether those opinions were justified, and finally they got down to work. How successful they have been in their uphill struggle is evident from the almost miraculous manner in which they have steadily forced way into the very heart of strongholds confidently regarded as well-nigh impregnable by their foreign rivals.

Certain obvious steps could be, and were, taken without unnecessary delay. Frames were stiffened, springs were improved out of all knowledge, cooling systems were rendered adequate for tropical and semi-tropical conditions, pressed-steel bodywork was adopted, so eliminating the troubles which British wood-construction bodies had encountered owing to climatic vicissitudes, and a real start was made towards the ultimate goal of ensuring that the sale of British motor cars should be in the hands of reliable firms of sound standing.

Steadily the overseas demand for British productions increased, and as it did so there was more and more encouragement for British manufacturers to "take a chance" in the way of designing certain models specifically for export, yet

in the distant countries of the world.

The Problem.

Then came the problem presented by the R.A.C. rating. What was to be done about that? Should it be abandoned? To do so would be voluntarily to throw away the best form of protection for the British car maker, who had designed his engine primarily for economical use in Great Britain, while his foreign competitors had not. Would it be well simply to copy the big, comparatively inefficient engines of the foreign car manufacturers and reserve the cars so fitted for export only? That plan had two main disadvantages.

It was immediately realised that the numbers of such cars for which there would be a possible demand would be distinctly limited, and their production costs would, of course, be correspondingly high. Furthermore, what special inducement would there be for an overseas motorist to buy a British car if we could offer him simply a copy of a foreign production?

Some compromise had to be adopted, and it was found in greatly improving the performance of the types of engine which were already popular in Great Britain. The "little fellows"—affectionately known as the baby cars—could be left to look after themselves; they had already endeared them to overseas purchasers. They had their limitations, but their sphere of utility was so wide that already they were in demand throughout and beyond our Empire.

The rise to popularity in Great Britain of the medium-powered six-cylinder car proved the most valuable card in the British manufacturer's hand. The large number required by motorists at home meant low production costs whether for the British or the overseas market, and this enabled British car makers materially to reduce the difference in selling prices which had previously given such a big advantage to our American rivals.

Overseas Demand.

Steadily the overseas demand for British productions increased, and as it did so there was more and more encouragement for British manufacturers to "take a chance" in the way of designing certain models specifically for export, yet

NOVEL "BOOM" IN USED U.S. CARS.

BIG PRICES OFFERED IN BRITAIN.

REAPING A HARVEST UNDER RATE OF EXCHANGE.

Every Englishman who owns an American (or Canadian) motor-car should now change it for a British one at a profit.

Never before, writes the London *Morning Post* Motoring Correspondent, has such an opportunity occurred of receiving so high an allowance for American cars from the British motor dealer. Values have increased 25 per cent. by the fall in the pound sterling.

While the pound sterling represents about 14s. on the Amsterdam exchange, weekly visits are being paid to London by Dutch motor dealers, who come here to buy up all the second-hand American cars available.

For the past two months Euston Road, London, the centre of the "used-car" trade, has been busy buying up other dealers' stocks of old American cars in all parts of the United Kingdom, and passing them on at a profit to Amsterdam.

Loading Scenes.

I visited Fenning's Wharf, Caron Wharf, Horseferry Wharf, Lion Docks and St. Catherine's and found second-hand U.S. cars of all descriptions being loaded into cargo boats to be shipped to Amsterdam. From there they are distributed to other parts of the Netherlands.

The sales manager of Honley informed me that they had sold about 100 cars to Holland during the past two months, and also a number to Switzerland. Unfortunately the price of petrol has gone up in the Netherlands this week, so that the larger American cars are not selling there quite so well.

At the same time, motor fuel is still cheap in Holland, and it must also be borne in mind that the Dutch are not themselves motor-car manufacturers.

On the other hand, Messrs. George Newman, Ltd., continue to welcome every Monday or Tuesday a party of Dutch dealers who buy the "S.A. used cars" which this firm have collected, and depart home again on the Friday, to return the following Tuesday for another deal.

"Business is brisk," said Messrs. Short and Glass, another firm of dealers in used cars. "We must have sold about 100 second-hand American cars to the Dutch motor dealers during the past two months. In fact, so profitable do the trade there regard this business that even garage mechanics are coming from Holland to London to buy one or two cars. They hope to pay their expenses and make a profit while the exchange remains so favourable to Amsterdam."

"Only American makes of cars will be bought, because these are well serviced on the Continent in regard to spare parts, etc., and also they are big cars at low prices, even after the import duty into Holland has been paid for them."

Though one may regret that second-hand British cars are not being demanded, Holland, by taking some three or four hundred of our second-hand American cars, has relieved the used-car market and opened it wider for selling second-hand British built cars to motorists in the United Kingdom.

While the Netherlands can buy "a sovereign's worth of American second-hand motor-car" for 14s. in England, our dealers will be kept busy, but only while this condition lasts. Such is the considered opinion of the motor industry engaged in this business.

retaining in the chassis and coachwork all those refinements dear to the heart of the motorist at home.

That this policy as regards mechanical features is sound is unquestionable; indeed, there is overwhelming evidence to this effect in the activities of our principal competitors in overseas markets. Whereas until recently they were offering very large, woolly engines in their cars, they are now hastening to follow the British lead in sending to the markets of the world motor cars that are not only serviceable but also economical in running, costs and maintenance. Fortunately, the British manufacturer has enjoyed a long and valuable training in this respect, and he embarks on the next lap of the race with a start of which he will certainly take full advantage.

As an example of the increasing goodwill towards British cars in the overseas markets the sales in South Africa during the first seven months of this year show a considerable increase over the whole of last year, while the proportion of British cars to all cars imported by New Zealand is steadily increasing month by month.

FIAT SCHEMES.

EXISTING MODELS CONTINUED.

NEW SPORTS FOUR-SEATER SIX.

It is the policy of the Fiat concern not to introduce new models seasonally but, to incorporate improvements as they are deemed desirable. Thus, although particular cars are now available of the firm's programme for the Show and 1932, there are no outstanding changes in existing cars.

The 10-30 h.p. four-cylinder model, known as Tipo 514, and the smallest car of the range, which has been on the market for some considerable time, was brought out earlier in the year in a deluxe form and now undergoes no further change. The modification referred to were that the equipment was increased and the interior finish improved, whilst mechanically the engine mounting in the frame was altered, better breathing facilities were provided for the crank case so as to prevent fumes reaching the interior of the car, the ignition coil was placed in a more accessible position, the clutch was altered slightly to give a smoother engagement, the brakes were made more powerful, and rubber bushes were adopted for various bearings so as to reduce to a minimum the need for lubricating the chassis with a greas-gun. Further, the back axle and springs, as well as the universal joints, were modified, and hydraulic shock absorbers were fitted, all these points being the result of experience, so stabilising what was a new model in its final form.

The main dimensions may be mentioned, the bore and stroke of the engine being 87x102 mm., equivalent to a capacity of 1,438 c.c., while the R.A.C. rating is 11.1 h.p., so that the annual tax is 21s. It has been found possible to reduce the price, the figures for the various 10-30 h.p. models being as follows. The figures in parentheses are the previous prices:—Two-seater, £195 (£200); four-seater, £199 (£210); two-door saloon, £215 (£230); fixed-head saloon, £225 (£245); sunshine saloon, £230 (£250); coupé, £225 (£250). Wire wheels can now be supplied for £5 extra, instead of £8 as formerly, in place of the steel discs that are standard.

The 24-Litre Six.

Then there is the Model 622, which is a 24-litre six-cylinder car, based, as regards the engine, upon the previous 18-55 h.p. model, but introduced as a much improved type in July, being described in *The Auto-car* of July 24. Naturally, as this is a new type, there are no alterations to record, the prices being £235 for a coachbuilt saloon, £245 for a similar car with a sunshine roof, and £225 for a model known as the Royal cabriolet, of which the appearance is particularly attractive.

The main features of this model are the use of a four-speed gear box with a silent constant-mesh third ratio, half-elliptic springs, hydraulic brakes with separate master operating cylinders for the front and back axles, a chassis that is low for a touring car, and is stiffened by means of a big shaped member at the centre. As to the interior, leather upholstery is used and bucket-type adjustable front seats are fitted.

Then there is another form of the same chassis but with a dropped frame and a radiator that has been lowered, carrying a sports four-seater body, which will be offered as a complete car at £410. There is a third type of machine employing the 24-litre engine as for the model already mentioned, but with a longer wheelbase of 10ft. 1in., as compared with the 9ft. 14in. on the other model, this type being introduced specifically for the buyer who requires greater accommodation and a more luxurious finish, but still needs a reasonably-priced car.

The general specification is similar to that of the short wheelbase car, but naturally the increase in wheelbase allows considerably more body space to be provided. Additional features are that the most practically controlled shutters are fitted to the radiator, and the instrument board is of a different type. It may be mentioned that in this particular body the back seat is as wide as 62in. A five-seater sunshine coachbuilt saloon is available at £285, and open bodies will be offered on this chassis.

A little later there will be an additional chassis with a still longer wheelbase, but with the same size of engine, designed to carry seven-seater coachwork.

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£13,000,000



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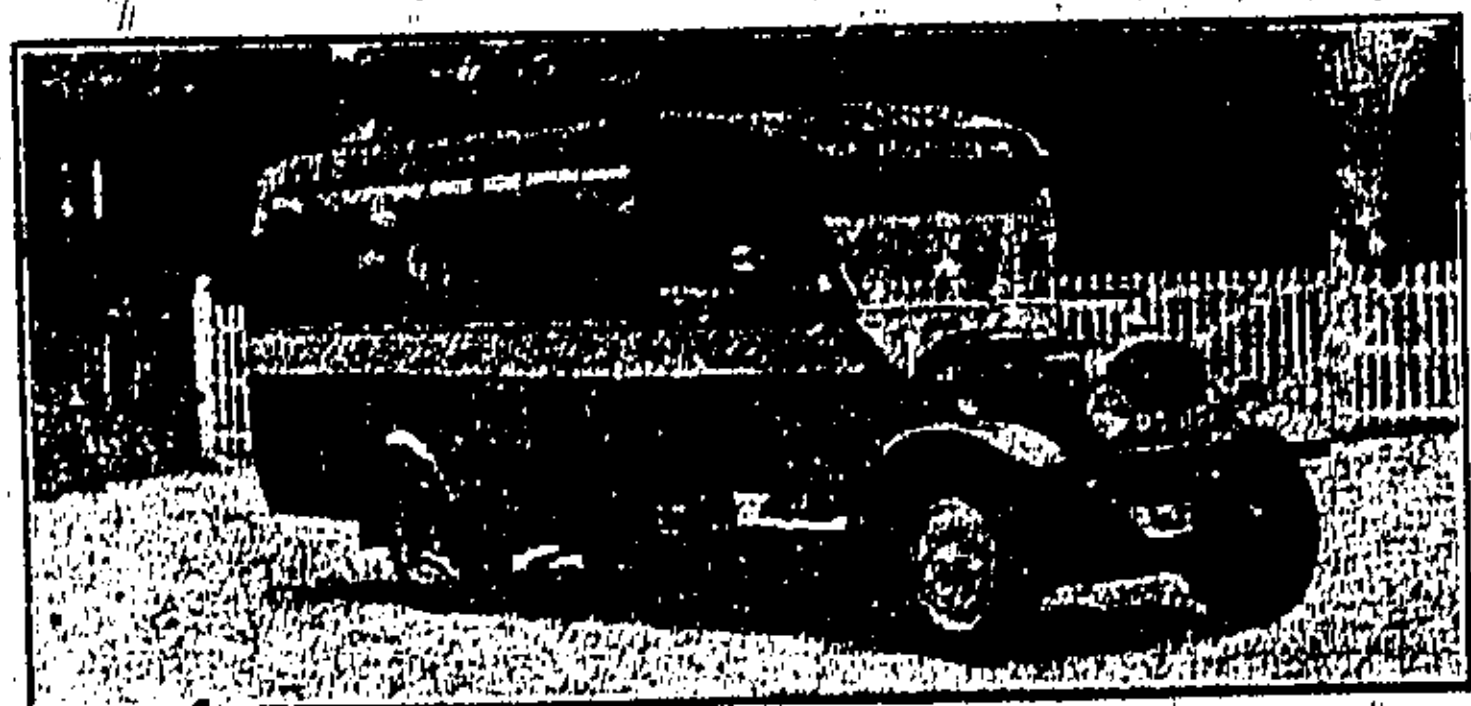
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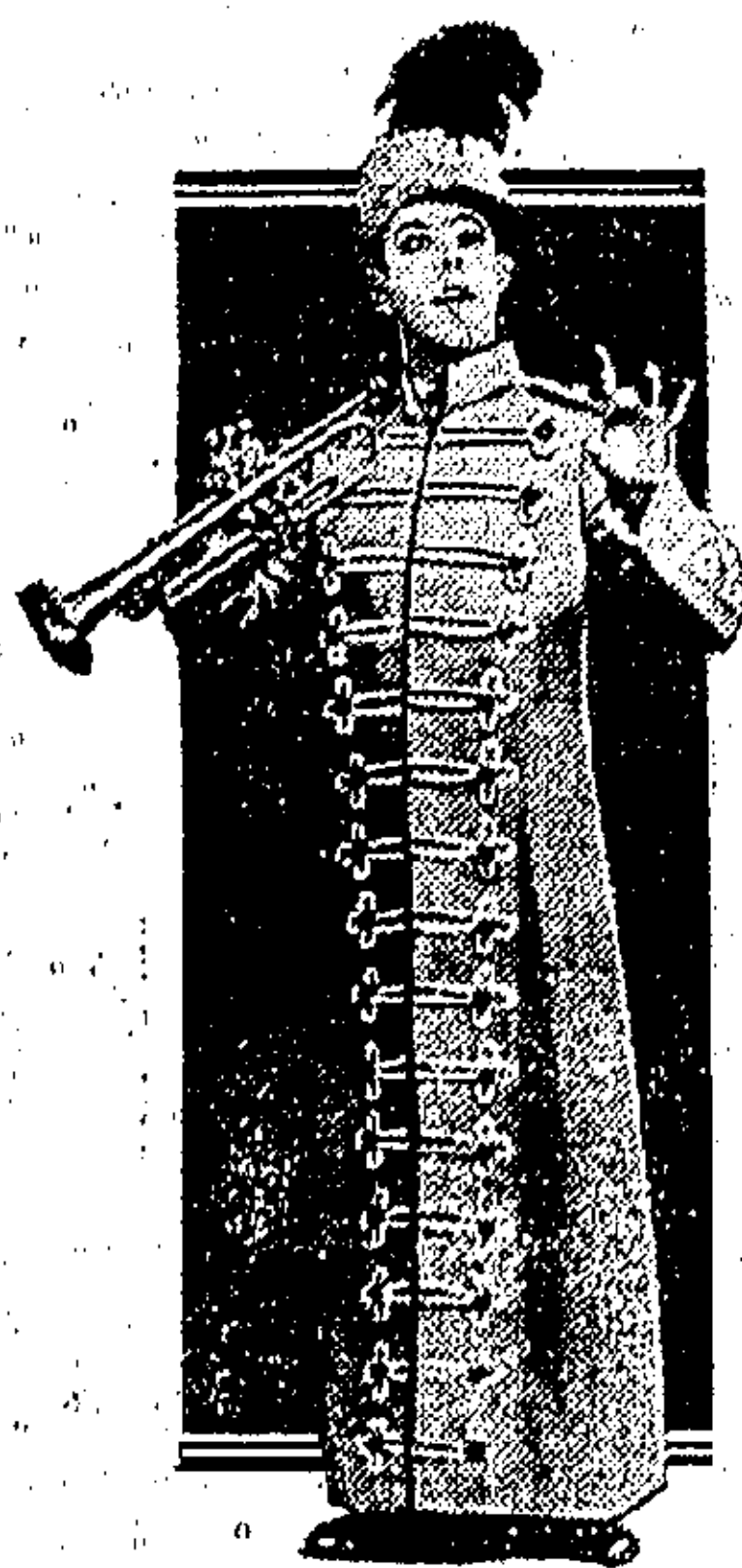
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A CAT LAUGH OUT LOUD!CHARLIE RUGGLES
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Screen Snapshots No 6
Birds of a FeatherNEXT CHANGE
JOE COOK
in
"RAIN OR SHINE"

A COLUMBIA PICTURE

Look Out for
1932 United Artist Pictures
at The Central Theatre.

Take note of the following:—

"Around the World in
80 Minutes"with
DOUGLAS FAIRBANKS

"AGE FOR LOVE"

with
BILLIE DOVETO-DAY AT THE
CINEMA.

HONG KONG.

Central.
"Charley's Aunt."
Queen's.
"Sidewalks of New York."
King's.
"Merely Mary Ann."
Janet Gaynor and Charles
Farrell.World.
"Lucky Fool."
"Chinese film."

KOWLOON.

Star.
"Five and Ten."
Marion Davies.

COMING.

Central.
"Rain or Shine."
"Lonely Wives."
"Waterloo Bridge."
"A Woman of Experience."Queen's.
"Dixiana."King's.
"The Gang Buster."
Jack Oakie.
"Secrets of a Secretary."
Claudette Colbert and
Herbert Marshall.World.
"Robin Hood."
"Girls Not Wanted."
Chinese film.Star.
"Lampoon."

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JANET
GAYNOR
and
CHARLES
FARRELL
in
Merely
Mary Ann

Her love melted the bars
of caste and convention
which caged their souls!

NEXT
CHANGE
JACK
OAKIE
in
The Gang
Buster

with
Joan Arthur
William Boyd

BOOKING AT THE THEATRE. TEL. 25313.

MOVIE NEWS

On the Screen in Hong Kong.

GRACIOUS AMERICA
OF 1840.COLLECTORS LEND ANTI-
QUES FOR "DIXIANA."French Colonial and Florentine
furniture valued at more than
\$100,000 was used in one set in
Radio Pictures' original melody
drama, "Dixiana" which is com-
ing to the Queen's Theatre to-
morrow.Private collectors and antique
dealers of Pasadena, Los Angeles
and San Francisco were included
to contribute items towards
furnishing a "southern plantation
home" in the style of 1840.The set, 200 by 100 feet, included
a large ball room, cedar-paneled
dining room, hall, veranda and
two bedrooms.Dozens of Oriental rugs; an
authentic Chickering piano made in
1842; two four-poster, Chippendale
bedsteads; 100 pieces of Dresden
China, vases and dolls; gaudy
chandeliers, a 14 foot grandfather
clock, highboys, candelabra; and
priceless cut glass and silver-ware,
were transported to Hollywood for
this colourful sequence.During the filming special guards
were appointed to protect the
relics.Babe Daniels is starred with the
handsome Metropolitan opera bar-
itone, Everett Marshall, playing
opposite. Others in the cast are
Robert Woolsey, Bert Wheeler,
Joseph Cawthorn, Jobyna Howland,
Ralf Harlowe, Dorothy Lee, George
Hermata, Bill Robinson and Ed-
ward Chandler. More than 5,000
persons appear.BUSTER KEATON AT
THE QUEEN'S.UPLIFT EFFORTS BRING
TROUBLE!Small boys, decayed vegetables,
gangster bullets and other assorted
trials and tribulations carry Buster
Keaton through a series of amus-
ing woes in "Sidewalks of New
York," his new Metro-Goldwyn-
Mayer comedy which is now show-
ing at the Queen's Theatre.
Buster plays a millionaire's son
who owns some tenements. He
(Continued at foot of next column.)"MERELY MARY"
ANN.SOME OF JANET'S EARLY
STRUGGLES.Even screen stars have their dis-
appointments.Some six years ago, when a wit-
ful little actress by the name of
Janet Gaynor was free-lancing
around Hollywood and playing an
occasional role in some unimport-
ant comedy or Western film, the
Fox organization started a search
for an "O Henry" girl to enact
the lead in a series of comedies to
be made from O. Henry's stories.The then undistinguished Miss
Gaynor (who now stars in "Merely
Mary Ann," with Charles Farrell
at the King's Theatre), heard of the
opportunity and applied for the
role, with apparent success. At the
last minute, however, the director
decided to use another actress and
Janet went home in tears.The next morning slightly ashamed
of her break-down, she returned
to the weary rounds of the casting
offices. Only a few weeks later she
applied for the feminine lead in
Fox Films' "The Johnstown
Flood," and was chosen by Irving
Cummings from more than 50 as-
pirants. Thus she played her first
important role.Mr. Winfield Sheehan, vice-pres-
ident and general manager in
charge of production of Fox Films,
caught the sparkle of that per-
formance. Against precedent and
against advice, he chose her for the
lead in "7th Heaven." Many wise
heads said it was dangerous. A
world-wide public unanimously re-
versed their decision, and seconded
Winfield Sheehan's choice.Success has left Miss Gaynor
unspoiled. Her great popularity
has not spoiled her intelligence and
hard work—as well as talent—has
contributed to her achievement.
She proves that while getting into
pictures may be an accident, but
staying in is not.Adapted from the famous play by
Israel Zangwill, Henry King directed
and Beryl Mercer and J. M.
Kerrigan head the supporting cast.wants to bring light to the tough
youngsters of the neighbourhood
and starts a one-man "big brother"
movement and a gymnasium, falls
in love with a sister of one of the
boys—and gets pelted, mauled, and
otherwise maltreated in the adven-
ture. Then a gang leader decides
to "rub him out." More trouble.
Comical chases and a few thrills—
but he wins out in the end.NEW ELSTREE
FILMS.CHINESE PIRATES, THRILLS
AND LAUGHS.The following productions are
now in their finishing stages and
will be presented to the trade early
this month. "Bill The Con-
queror," the story of Sussex farm
life, "Josses at Sea," a starring
vehicle for the inimitable Ernie
Lotinga; "No. 17," an Alfred
Hitchcock production, who adapted
Jefferson Farjeon's book specially
for the screen, in which Leon M.
Lien makes his film debut in the
role of "Ben," supported by Anne
Grey, Ann Casson and John
Stuart."Tin Gods," another fine film,
is a thrilling action drama all
about a notorious Chinese
pirate, in which the principal
players are Frank Collier, Dorothy
Bartlam and Evan Thomas, directed
by F. W. Zameer. "Paris By
Night," is hilarious comedy by Val
Valentine, produced by the author
at Welwyn Studios and starring
Betty Amann, Kenneth Kove, Wal-
lace Arthur and Jay, Laurier."The House Opposite," is an-
other Jefferson Farjeon thriller
starring Henry Kendall, Colin
Glyn and Wallace Geoffrey."Let's Go Naked," is a sun-bath-
ing farce, directed by Norman Lee
in which Betty Norton, Ken Doug-
lass, Binnie Barnes and Hal Gor-
don play leading parts. "The
Four Winds Mystery," is a mystery
drama from Welwyn, written and
directed by Norman Lee, and star-
ring Jack Morrison, Molly Lamont,
Cecil Ramage and Moria Lynd."The Verdict of the Sea," is a sea
melodrama, directed by Frank Mil-
ler for Regina Films, starring Cyril
McLagan, Moria Lynd and John
Stuart. "The Bachelor's Baby," is
directed by Harry Hughes, is a
charming comedy with William
Fremman, starring, Ann Casson,
Henry Wenman and Alma Taylor
in leading parts, and "Brother
Alfred," in which Gene Garrard
plays the name part is a comedy by
P. G. Wodehouse and Herbert Wes-
brook, and is directed by Henry
Edwards. Molly Lamont is the
leading lady.

Women in Eclipse.

A few months ago more than five
hundred girls were under contract
to the various motion picture
studios of Hollywood as dancers,
chorus girls and show girls. To-
day, not one studio has such a
young woman on its payroll. Why
have they gone?The feminine disappearance in
Hollywood is partially explained by
a glance at the cast of Jack
Oakie's latest starring picture,
"The Gang Buster," coming to the
King's Theatre soon, in which only
two feminine characters are listed.
Joan Arthur, as the heroine of the
play, and Wynne Gibson, as the
feminine menace, are in a featured
cast that includes twelve men.Where have the girls gone? Per-
haps back to the high school and
junior college grades from which
they came. Perhaps back to their
homes to help mother with the
dishes. Perhaps—and most likely—
back to the choruses in theatres.

Do You Know That?—

Marlene Dietrich was once a
pupil of Max Reinhardt!That—Clive Brook was a club
secretary, reporter, short story
writer and violinist before becom-
ing an actor!That—Clive Brook, as a British
officer, fought in some of the biggest
battles of the World War!That—Eugene Pallette, Par-
amount's rotund comedian, played
romantic leads on the stage and in
the early days of pictures!That—Eugene Pallette once quit
pictures and in six months made
and lost \$140,000 in the Texas oil
fields!

Spring Clean at Elstree.

Activity at Elstree is to proceed
with great vigour and enthusiasm in
1932. During the New Year, the
studios will be closed for three or
four weeks for a general survey and
reconditioning. In Hollywood the
principal production companies
completely close down for revision
every year, and in view of the fact
that B.I.P. studios have been in
continuous active production over
an unbroken period of four years
it is not surprising that the com-
pany, feels the need of a brief
breathing space.

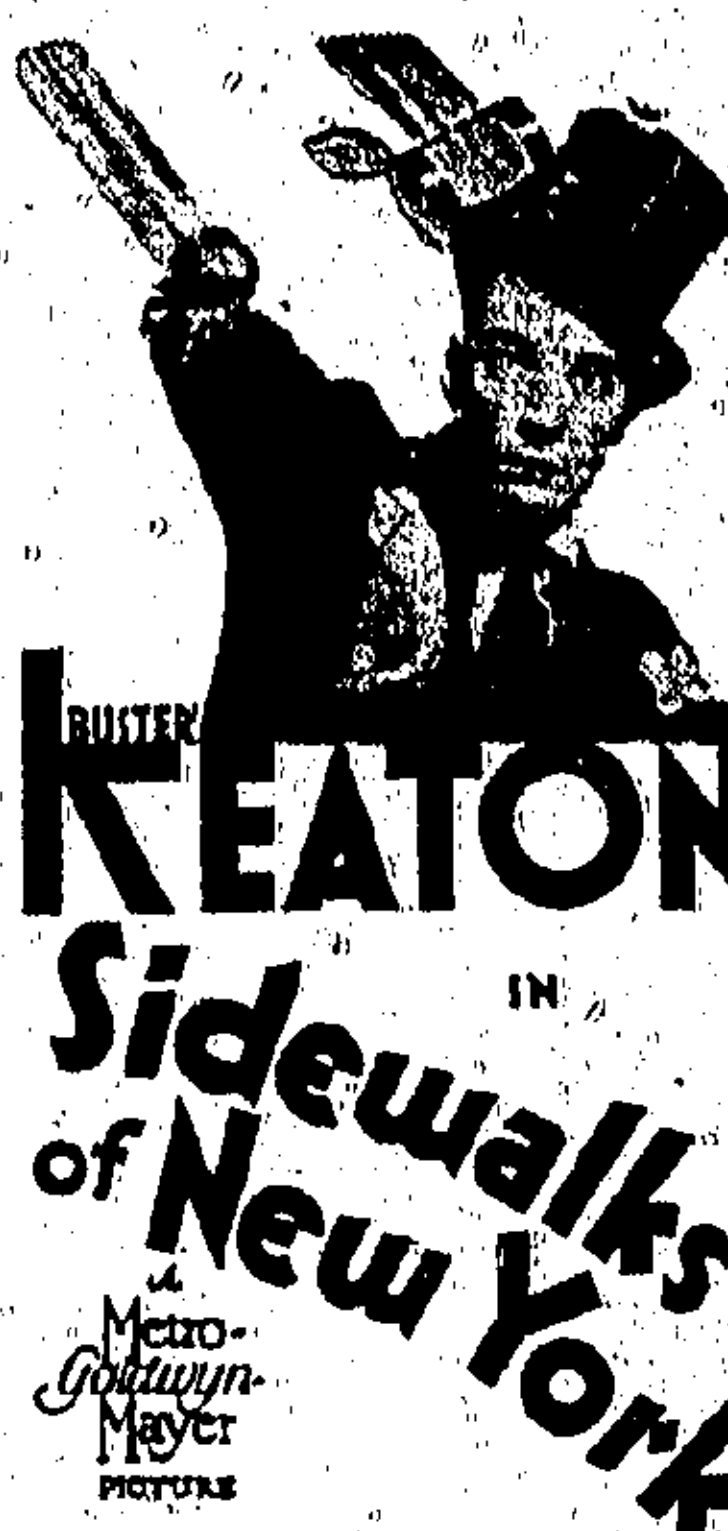
Four New Films.

The "spring-clean," however, will
not interfere with production plans
for, although the Elstree floors will
be vacated, three, possibly four,
pictures will be filmed on locations
abroad. "Timbuctoo" will have
West Africa for its setting under

HARMSTON'S CIRCUS

A NEW PROGRAMME
LAST NIGHT.Last night saw the third change
of programme of Harmston's circus,
and in spite of the inclement
weather was enjoyed by a large and
enthusiastic audience.Mrs. Harmston, who returned on
Tuesday after ten months in
Europe, introduced her performing
cockatoos, whilst her husband, Mr.
W. Harmston, offered a novel
animal act. The Palomars one of
the cleverest acrobatic families to
visit Hong Kong, contributed a
juggling act whilst Miss Millie
Williams was down for trick
riding.Juggling on horseback by V.
Piers is a decided novelty in the
programme, during the second half
of which General Ginger introduced
performing geese!The programme was as follows:—
Overture By the Circus Band
Vaulting Miss Moskowitzche
Juggling The Palomars
Trick Riding Miss Williams
Rope Act Moskowitzche
Juggling on Horseback V. Piers
Dance Roumanian By the Ladies
Comic Entree Little Peter & Tony
Performing Cockatoos
Introduced by Madame Harmston
Leaping the Gap on a Motor
Cycle Dare Devil Moskowitzche

INTERVAL.

Trapeze Act Moskowitzche Family
Eccentric Equestrian Little Peter
Risley Act Palomars Family
GeeseIntroduced by General Ginger
Olympians
Moskowitzche and Williams
Entree Billy and Chocolate
Our Pets from the Jungle
Introduced by A. Turkey.
God Save The King.QUEEN'S
THEATREFINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 AND 9.20Special performances
at 12 00 noon at Reduced PricesHow they Welcomed
him to the Sidewalks
of New York!You'll howl at Buster as
the dude millionaire who
falls in love with a gal
from the East Side!With a great cast of fun-makers
includingANITA PAGE
OLIFF EDWARDS
A BUSTER KEATON
ProductionNEXT ATTRACTION
IN GLORY
COMESRADIO'S
MIRACLE
SPECTACLEUnbridled World of
Carnival Pleasures
in the Favored Last
Hours of Mardi Gras!

DIXIANA

BEBE DANIELS
EVERETT MARSHALL
BERT WHEELER
ROBT. WOOLSEY

STAR

TO-DAY & TO-MORROW
At 2.30, 5.20, 7.20 AND 9.20Marion
DAVIESin her finest
talkie—

FIVE and TEN

with Leslie Howard
Richard BennettMETRO-GOLDWYN-MAYER
A PICTURE



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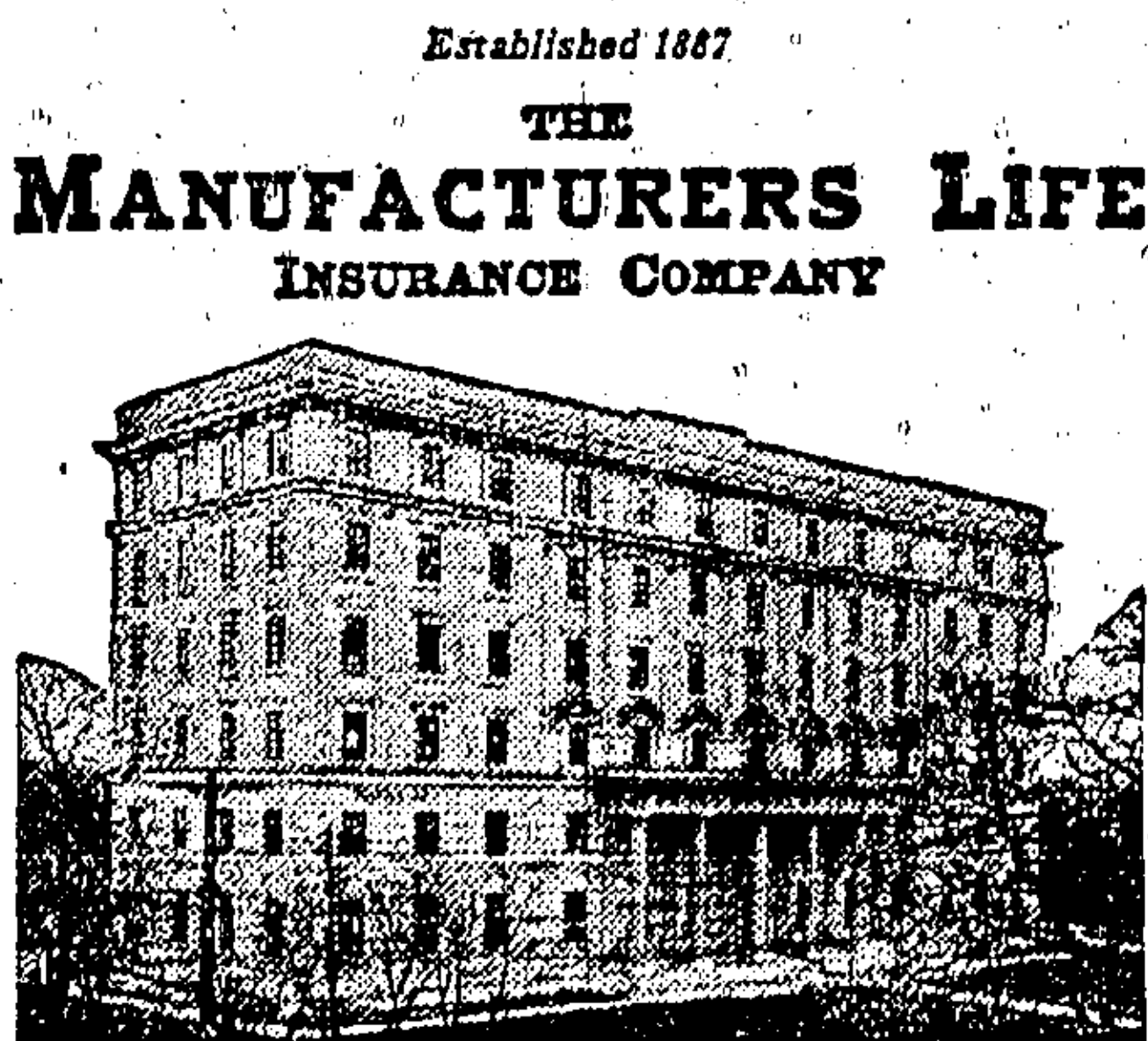
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HANGCHOW NOTES.

DR. SHERWOOD EDDY'S VISIT.

DEMONSTRATION BY "RED" STUDENTS.

(From Our Own Correspondent.)

HANGCHOW, January 27.
A few people from Shanghai were able to visit Hangchow for the Xmas week-end, but more are here just now owing to the schools being closed for vacation. Some have hired small boats and are taking a trip up the Chien-tai river to see the famous gorges. They are having very favourable weather, and so far there has been a marked absence of cold damp days, which are usually so prevalent in January and February.

The winter has been an exceptionally warm one, and the apricot trees are already in blossom. There has been only one slight fall of snow, and a short snappy spell of frosty nights. So warm a winter has not been known for the past ten years.

Dr. Sherwood Eddy held four days' meetings in the Y.M.C.A. during Christmas week. These were well attended, and a considerable number of people have been much impressed, and an encouraging number have been greatly helped on in the understanding of life's problems and meaning through his addresses. It is now being considered if it would be a good thing to invite Dr. Eddy to return to China once a year for the next five years. The whole campaign was well organised, and other institutions would do well to take a leaf out of the "Y's" book concerning organising such evangelistic drives.

Doctors in Conference.

The bi-annual conference of doctors met in Hangchow at the beginning of the year, and judging from the addresses given, there is a marked improvement in the Chinese medical profession since their last meetings. Medical etiquette played an important part in their discussions. More than 400 doctors from different parts were present.

A conference of student workers in connection with the Y.M. and Y.W. has recently been held, and delegates from many parts of China have been attending. I think we all agree that the problems facing this group of intrepid workers is almost phenomenal. Those of us who have nothing to do with this side of work in China thank our lucky stars that our lot lies in more pleasant pastures, but those do say they would not change with us.

We have recently had a short visit from Dr. H. P. Loh, Treasurer of the Shantung Christian University, Tsinan.

Turbulent Students.

Thousands of students have again been seeing "red" and determined to go to Vong Hwa to have a personal interview with the General. When they arrived there they were informed that he had already left for Hangchow. Their spirits were thus considerably dampened. Those studying at the Chekiang University have been on strike for weeks, and one afternoon they attacked the house in which the Dean lives, broke the windows and destroyed much of the valuable and antique furniture. From there they went to the Educational Bureau, where they behaved in a similar manner.

One of the C.M.S. doctors was recently called to Vong Hwa to render Madame Chiang Kai Shek medical assistance, and a seaplane was in readiness that the doctor might proceed without delay. After a few days Madame Chiang was well enough to come to Hangchow where she and the General have been in residence for more than a week. The day they arrived many people received a great surprise, when they saw the seaplane alight on the West Lake. Mr. T. V. Soong, and Mr. Wang Ching Wei have also been recent visitors at the General's villa.

HOME FOOTBALL.

WEEK-END RESULTS.

AMENDED LEAGUE TABLES

(Through Reuters Agency.)

Division I.

| | | | |
|---------------|---|--------------|---|
| Birmingham | 2 | Blackburn R. | 1 |
| Bolton W. | 1 | H'field T. | 2 |
| Chelsea | 1 | Leicester C. | 0 |
| Derby C. | 2 | M'borough | 2 |
| Everton | 1 | Arsenal | 3 |
| Grimsby T. | 6 | Liverpool | 1 |
| Manchester C. | 7 | Blackpool | 1 |
| Sheffield W. | 2 | Newcastle U. | 0 |
| Sunderland | 1 | Sheffield U. | 0 |
| W. Brom. A. | 3 | Portsmouth | 0 |
| West Ham U. | 2 | Aston Villa | 1 |

Division II.

| | | | |
|---------------|---|---------------|---|
| Barnsley | 1 | Notts County | 1 |
| Bradford City | 2 | Oldham | 0 |
| Burnley | 3 | Bradford | 2 |
| Chesterfield | 1 | Manchester U. | 3 |
| Leeds United | 1 | Bristol C. | 0 |
| Millwall | 2 | Bury | 1 |
| Nottingham F. | 1 | Tottenham H. | 3 |
| Port Vale | 3 | Stoke C. | 0 |
| Preston N.E. | 4 | W'hampton W. | 2 |
| Southampton | 1 | Carlton A. | 1 |
| Swansea T. | 4 | Plymouth A. | 1 |

Division III. (South).

| | | | |
|---------------|---|--------------|---|
| B'mouth & BA | 3 | Watford | 3 |
| Bristol R. | 0 | B'ton & H.A. | 4 |
| Cardiff City | 9 | Thames | 2 |
| Clapton O. | 4 | Swindon T. | 2 |
| Coventry C. | 8 | Crystal P. | 0 |
| Gillingham | 0 | Exeter City | 1 |
| Luton Town | 1 | Brentford | 1 |
| N'thampton T. | 0 | Fulham | 1 |
| Queen's P.R. | 1 | Mansfield T. | 1 |
| Reading | 3 | Southend U. | 1 |
| Torquay U. | 2 | Norwich C. | 4 |

Division III. (North).

| | | | |
|---------------|---|--------------|---|
| Accrington S. | 2 | Tranmere R. | 2 |
| Barrow | 0 | Hull City | 2 |
| Carlisle U. | 2 | South | 2 |
| Crewe A. | 2 | Dou'aster R. | 6 |
| Darlington | 3 | Rochdale | 1 |
| Gateshead | 1 | Chester | 2 |
| New Brighton | 2 | Lincoln C. | 1 |
| Stockport C. | 1 | Rotherham U. | 0 |
| Walsall | 2 | Harlepool U. | 3 |
| Wrexham | 2 | York City | 1 |

SCOTTISH LEAGUE

| | | | |
|----------------|---|---------------|---|
| Aberdeen | 1 | Third Lanark | 0 |
| Clyde | 0 | Dundee | 1 |
| Dundee U. | 1 | Ayr United | 0 |
| Falkirk | 2 | Celtic | 0 |
| Hamilton A. | 2 | St. Mirren | 0 |
| Kilmarnock | 3 | Partick T. | 4 |
| Leith Athletic | 0 | Motherwell | 5 |
| Morton | 2 | Airdrieonians | 1 |
| Queen's Park | 2 | Cowdenb'th | 1 |
| Rangers | 4 | Hearts | 2 |

Division I.

| | | | | | | | |
|--------------|----|----|---|----|----|----|----|
| Everton | 23 | 17 | 1 | 0 | 85 | 50 | 35 |
| Sheffield U. | 28 | 15 | 2 | 11 | 62 | 44 | 34 |
| Newcastle | 29 | 14 | 3 | 0 | 54 | 47 | 31 |
| W. Brom. | 28 | 14 | 5 | 9 | 51 | 30 | 33 |
| Aston Villa | 27 | 13 | 5 | 9 | 78 | 49 | 30 |
| Arsenal | 26 | 13 | 6 | 7 | 60 | 25 | 32 |
| H'field | 27 | 13 | 7 | 7 | 55 | 30 | 35 |
| Wednesday | 27 | 13 | 5 | 9 | 64 | 50 | 31 |
| Liverpool | 27 | 12 | 5 | 10 | 60 | 61 | 29 |
| B'ham | 29 | 12 | 4 | 10 | 48 | 41 | 28 |
| Middlesb'ro | 27 | 10 | 6 | 11 | 51 | 65 | 29 |
| M'chester C. | 28 | 9 | 9 | 10 | 60 | 54 | 27 |
| Bolton | 27 | 11 | 3 | 13 | 44 | 54 | 29 |
| Blackburn | 28 | 10 | 5 | 13 | 60 | 67 | 25 |
| Portsmouth | 25 | 10 | 4 | 11 | 33 | 43 | 24 |
| Chelsea | 27 | 12 | 1 | 14 | 47 | 53 | 25 |
| West Ham | 27 | 10 | 5 | 12 | 45 | 63 | 24 |
| Derby | 28 | 9 | 6 | 13 | 49 | 55 | 24 |
| Leicester | 26 | 8 | 2 | 15 | 48 | 59 | 19 |
| Sunderland | 27 | 6 | 8 | 13 | 37 | 53 | 20 |
| Blackpool | 28 | 7 | 3 | 15 | 38 | 76 | 17 |
| Grimsby | 27 | 7 | 4 | 18 | 43 | 62 | 13 |

Division II.

| | | | | | | | |
|--------------|----|----|----|----|----|----|----|
| Wolves | 27 | 10 | 6 | 5 | 76 | 33 | 38 |
| Leeds | 27 | 17 | 6 | 5 | 57 | 31 | 30 |
| Bury | 27 | 16 | 4 | 7 | 60 | 30 | 36 |
| Stoke | 27 | 14 | 6 | 8 | 46 | 27 | 34 |
| Plymouth | 28 | 13 | 8 | 6 | 64 | 42 | 34 |
| Bradford | 27 | 15 | 4 | 8 | 51 | 36 | 34 |
| Millwall | 27 | 12 | 5 | 10 | 48 | 43 | 30 |
| Bradford C. | 27 | 10 | 8 | 9 | 69 | 51 | 23 |
| Notts C. | 27 | 9 | 9 | 3 | 54 | 47 | 27 |
| S'hampton | 26 | 11 | 4 | 11 | 42 | 52 | 26 |
| Swansea | 27 | 13 | 1 | 13 | 54 | 46 | 27 |
| Notts For | 27 | 9 | 7 | 11 | 40 | 61 | 25 |
| Tottenham | 27 | 10 | 6 | 11 | 40 | 53 | 26 |
| Port Vale | 27 | 10 | 5 | 12 | 43 | 58 | 25 |
| Barnsley | 26 | 9 | 4 | 13 | 35 | 53 | 22 |
| Chesterfield | 27 | 8 | 5 | 14 | 40 | 56 | 21 |
| Oldham | 27 | 7 | 8 | 12 | 38 | 52 | 22 |
| Burnley | 27 | 8 | 6 | 13 | 37 | 60 | 22 |
| M'chester | 27 | 9 | 4 | 14 | 44 | 60 | 22 |
| Preston | 26 | 7 | 12 | 4 | 44 | 60 | 21 |
| Charlton | 24 | 7 | 6 | 13 | 33 | 52 | 20 |
| Bristol C. | 27 | 3 | 6 | 18 | 24 | 48 | 12 |

Division III. (South).

| | | | | | | | |
|------------|----|----|----|----|----|----|----|
| Brentford | 26 | 15 | 7 | 4 | 48 | 27 | 37 |
| Fulham | 27 | 16 | 6 | 6 | 74 | 42 | 37 |
| Exeter | 27 | 15 | 5 | 7 | 55 | 40 | 33 |
| Reading | 28 | 14 | 6 | 8 | 60 | 52 | 35 |
| Watford | 27 | 13 | 7 | 7 | 58 | 45 | 33 |
| Crystal P. | 27 | 12 | 8 | 7 | 54 | 48 | 32 |
| Norwich | 26 | 12 | 7 | 7 | 44 | 32 | 31 |
| Southend | 27 | 11 | 7 | 9 | 47 | 41 | 29 |
| Q'n's P.R. | 27 | 9 | 10 | 8 | 53 | 46 | 29 |
| Brighton | 26 | 12 | 5 | 9 | 44 | 35 | 30 |
| Luton | 27 | 12 | 6 | 8 | 51 | 46 | 28 |
| Coventry | 27 | 11 | 6 | 10 | 69 | 57 | 28 |
| B'mouth | 27 | 9 | 7 | 11 | 46 | 53 | 25 |
| Mansfield | 27 | 8 | 8 | 12 | 46 | 68 | 24 |
| Bristol R. | 27 | 8 | 6 | 13 | 48 | 58 | 22 |
| Gillingham | 26 | 8 | 4 | 14 | 28 | 42 | 21 |
| Torquay | 26 | 7 | 7 | 13 | 47 | 70 | 21 |
| Cardiff | 26 | 9 | 4 | 13 | 53 | 51 | 22 |
| Swindon | 26 | 7 | 6 | 13 | 45 | 51 | 20 |
| Clapton | 26 | 7 | 7 | 12 | 48 | 56 | 21 |
| W'ampton | 27 | 6 | 5 | 16 | 20 | 50 | 17 |
| Thames | 28 | 4 | 7 | 17 | 33 | 71 | 15 |

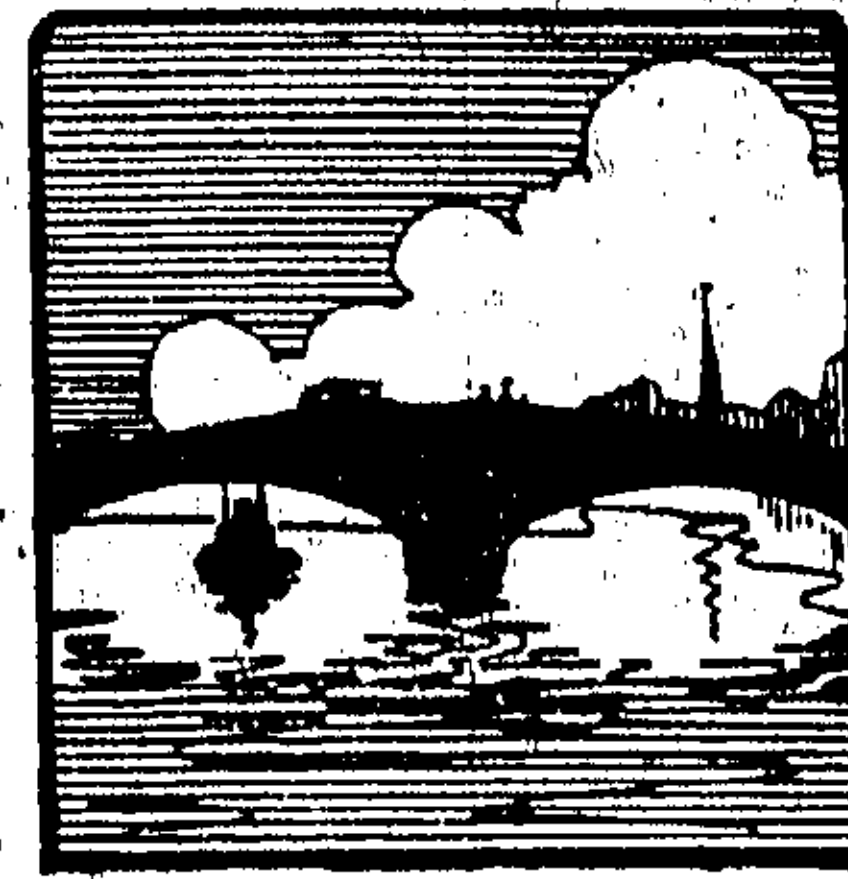
Division III. (North).

| | | | | | | | |
|------------|----|----|----|----|----|----|----|
| Lincoln | 26 | 10 | 3 | 4 | 74 | 28 | 39 |
| Crewe | 27 | 17 | 2 | 7 | 73 | 41 | 37 |
| Gateshead | 27 | 16 | 3 | 8 | 65 | 35 | 35 |
| Tranmere | 26 | 12 | 7 | 7 | 74 | 40 | 31 |
| York | 26 | 13 | 5 | 9 | 43 | 42 | 31 |
| Southport | 25 | 12 | 6 | 8 | 60 | 32 | 32 |
| Chester | 26 | 12 | 8 | 9 | 51 | 30 | 29 |
| Barrow | 25 | 14 | 1 | 10 | 50 | 27 | 28 |
| Darlington | 26 | 13 | 4 | 9 | 61 | 45 | 30 |
| Wrexham | 27 | 12 | 6 | 9 | 47 | 43 | 30 |
| Hull | 26 | 13 | 3 | 10 | 62 | 38 | 29 |
| Accrington | 25 | 11 | 4 | 10 | 52 | 50 | 26 |
| Stockport | 27 | 9 | 9 | 9 | 32 | 20 | 27 |
| Hartlepool | 27 | 10 | 5 | 12 | 51 | 65 | 25 |
| Carlisle | 26 | 6 | 10 | 10 | 43 | 51 | 22 |
| Walsall | 26 | 8 | 3 | 13 | 36 | 53 | 19 |
| Doncaster | 26 | 3 | 4 | 16 | 32 | 50 | 16 |
| Rotherham | 26 | 4 | 2 | 20 | 32 | 83 | 10 |
| Rochdale | 26 | 4 | 2 | 20 | 32 | 83 | 10 |
| N. B'ton | 27 | 3 | 6 | 15 | 17 | 54 | 12 |

SCOTTISH LEAGUE.

| | | | | | | | |
|------------|----|----|---|----|----|----|----|
| Motherwell | 29 | 22 | 4 | 3 | 63 | 29 | 48 |
| Rangers | 28 | 21 | 4 | 4 | 83 | 17 | 46 |
| 3rd Lanark | 30 | 17 | 2 | 10 | 71 | 52 | 37 |
| Celtic | 28 | 14 | 8 | 4 | 73 | 34 | 36 |
| St. Mirren | 29 | 16 | 3 | 10 | 58 | 40 | 35 |
| Kilmarnock | 29 | 14 | 6 | 9 | 56 | 43 | 34 |
| Aberdeen | 31 | 13 | 7 | 11 | 44 | 44 | 33 |
| Partick | 28 | 14 | 4 | 10 | 49 | 43 | 32 |
| C'henbent | 26 | 11 | 7 | 12 | 52 | 60 | 29 |
| Hearts | 30 | 14 | 3 | 14 | 43 | 61 | 29 |
| Dundee | 30 | 11 | 7 | 12 | 51 | 63 | 29 |
| Clyde | 29 | 9 | 6 | 12 | 46 | 52 | 26 |
| Hamilton | 30 | 11 | 5 | 13 | 55 | 50 | 27 |
| Queen's P. | 28 | 11 | 4 | 13 | 49 | 58 | 26 |
| Airdrie | 29 | 10 | 3 | 16 | 39 | 69 | 23 |
| Ayr | 31 | 9 | 8 | 19 | 32 | 78 | 23 |
| Morton | 30 | 8 | 6 | 16 | 36 | 68 | 22 |
| Falkirk | 31 | 8 | 5 | 18 | 49 | 64 | 21 |
| Dundee U. | 30 | 5 | 7 | 18 | 31 | 82 | 17 |
| Leith | 29 | 6 | 3 | 20 | 35 | 93 | 15 |

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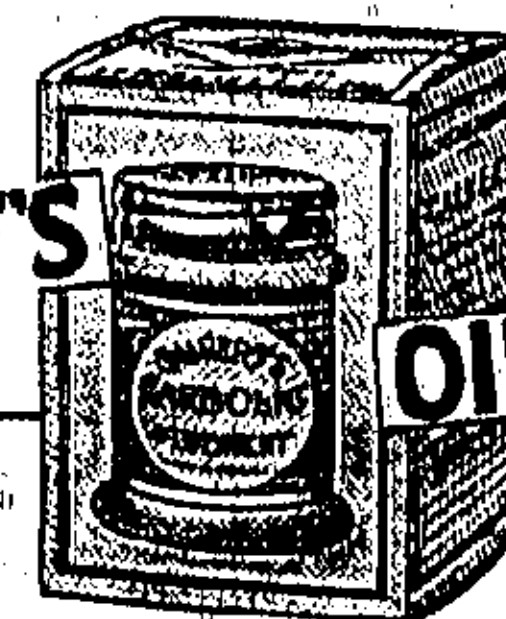
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GENERAL EXODUS FROM SHANGHAI

"MONTE CARLO OF THE EAST" NOW AN ARMED CAMP.

BUSINESS AT A STANDSTILL: REFUGEES POURING INTO HONG KONG.

At the outset of the Chinese-Japanese clash in Shanghai refugees were content to seek shelter in the International Settlement, but the continuation of hostilities, which have so far shown little signs of abatement, has led to refuge farther afield being sought by those who are in a position to get away from Shanghai.

Over the week-end large numbers were brought into the Colony from Shanghai, the Empress of Russia, arriving yesterday carrying over 1,100 passengers, while the President Grant, which came in shortly after 2 p.m. was filled to capacity. The President Van Buren also had all available accommodation on board from Shanghai to Hong Kong is snapped up and the demand for accommodation cannot be met.

Some of the arrivals tell graphic tales of the hardships which the population of Chapei have had to endure. Their flight to the International Settlement and the resistance put up by Chinese soldiers was what most of them were anxious to talk about on their arrival here.

As was to be expected, the commercial life of Shanghai is at a standstill and practically all business is paralysed. The situation within the settlement can best be gauged by statements in an interview which a representative of the *Daily Press* had with Mr. E. Nissim, a prominent business man of Shanghai, who arrived in the Colony yesterday on the Empress of Russia.

ALL LOCAL HOTELS FULL UP.

The urge to seek a safer refuge apparently became irrefragable when the fighting became intensified towards the end of last week. Instead of preparations for celebrating the New Year on Saturday, those who could do so packed their belongings and made their way to the two President boats and the Empress to get away from the incessant booming of guns which was heard from the Settlement. The Pursuer of one of the boats which arrived yesterday stated that he could have taken a couple of thousand of passengers had he had room on his boat.

Anxious crowds of relatives and friends awaited the arrival of both the Empress of Russia and the President Grant yesterday and there was an animated scene during the whole day in the quay in front of the Hong Kong and Kowloon Wharves and Godown Company. The passengers from the Empress boat took several hours to disembark and just as the process was completed, more arrivals came on the wharf to greet passengers from the President Grant.

All available hotel accommodation was quickly taken up by the new arrivals and even space in Chinese boarding houses is becoming scarce. Many of those who arrived yesterday made their way to Canton by the night boat. Others are putting up with friends and relatives in the Colony until more permanent arrangements can be made. The large number of vacant blocks on the Reclamation in Wan-chai promises to fill up quickly if the exodus from Shanghai to the Colony continues.

BUSINESS AT A STANDSTILL.

Mr. A. Nissim, a well-known business man of Shanghai, who was interviewed at the Peninsula Hotel by a *Daily Press* representative, stated that the business life in Shanghai was at a complete standstill and that both business firms and the big stores have closed down. Some offices are still carrying on as are a number of small shops from which purchases could be made through half closed shutters.

From his place in the International Settlement, Mr. Nissim said the boom of the guns could be heard. Large numbers of refugees from the stricken areas have gone to the International Settlement for shelter. These were searched before being admitted.

"The Chinese are putting up a very good show," explained Mr. Nissim, who went on to say that a large Japanese aeroplane was brought down by the Chinese who are resisting tooth and nail. Mr. Nissim said that most of the resistance was from the Southern (Canton) troops.

The Shanghai Stock Exchange had closed down, stated Mr. Nissim in answer to a question put by our representative. The reason for this

step was both because of the fact that business was at a standstill and that most of the members of the Stock Exchange were Volunteers, who had been called upon. There has been no sacrifice sale of shares. The property market in Shanghai also was dead and no business was being done. The native banks closed down a few days before Chinese New Year, but they opened up again before the New Year in order to facilitate customers. The European banks carried on as usual, there being no run on their resources. Some of the native banks tried to draw heavily on the foreign banks but the latter "wouldn't have it."

FOOD SHORTAGE.

As regards conditions in the Settlement, the shortage of food appears to be the great concern of many. The price of rice jumped from \$11 a picul to more than \$20. Mr. Nissim said he had heard it rumoured that as much as \$40 to \$50 a picul had been paid, but he did not believe such rumours to be true.

No Japanese are seen in the Settlement except in Hongkew, said Mr. Nissim. The few that are in the Settlement are apparently in hiding. The Chinese had gone through great sufferings in their flight, added Mr. Nissim.

One of the first questions put by Mr. Nissim to our representative was, "What is the latest news from Shanghai?" When told that the situation had not abated, but had rather intensified, Mr. Nissim quickly asked where a newspaper could be bought and whether it would contain the latest telegrams.

One of the passengers, who stated that he was an eye-witness of the fighting at Chapei, said that the place has been thoroughly razed and that the damage would run into many millions.

Another Chinese, who had his home in the Hongkew district before the outbreak of the present hostilities, said that practically nine out of every ten houses in that area are vacant.

An evidence of the quick nature of the departure of many of the stevedores' passengers, it is only necessary to give a description of the luggage carried by them. The majority showed great concern over one particular article—the blanket. This article was evident everywhere, the refugees taking care to include it among their luggage, even though they had to give up other things by so doing. Many came to the Colony with only a small bundle, a few pieces of clothing hastily done up.

One Chinese family of the well-to-do class travelled down on a boat, over thirty members of the family, taking passage from Shanghai and carrying with them about 150 pieces of luggage.

SHIP'S OFFICER'S ACCOUNT.

One of the senior officers on board the s.s. President Grant said in an interview that they arrived in Shanghai on Friday, February 5. On Thursday, the Japanese had bombarded the Woosung Forts from warships which were lying some seven miles down the river. The Japanese silenced the forts but did not take it, as Chinese soldiers could be seen from the vessel. Some of the guns in the forts were lying upside down and others were visibly damaged. The town (Woosung) itself was fired on the next day and was burning very fiercely.

Our informant said that it was reported that the Japanese had landed troops at Woosung but were repulsed. This was not confirmed so it is not known whether the information is correct.

On the same day a bomb dropped some two hundred feet away from one of the U.S. destroyers which was lying in the river. Divers were sent down from the destroyer to recover this bomb and, when brought up it was found to be of Japanese origin. The opinion in official quarters was that it was an accident, it being thought that the bomb dropped out from one of the Japanese planes.

NO HAIR-CUTS OR LETTERS!

Business is absolutely at a standstill in Shanghai. The Chinese people want to go to work because they want to stay at home and protect their goods and property.

Owing to the fact that the telephone lines are always engaged, it is extremely difficult to get a call through, and sometimes one has to wait some thirty or forty minutes before a call is answered.

The officer said that in Shanghai most barbers are Japanese and as they have forsaken their business and taken to arms, it is almost impossible to get a hair-cut. These barber-soldiers do street patrolling duty in addition to a little sniping when occasion demands. No Chinese can be persuaded to go to the Post Office for letters, for not two hundred yards from this building there is a Japanese machine-gun.

"By the way, added the speaker, 'the Chinese have some very fine fighting planes in Nanking and why they don't take these down to Shanghai absolutely defeats me. At one time there were as many as seventeen Japanese bombers at work, though one of these was finally brought down. In some quarters it is thought that it was hit by one of the anti-aircraft guns while others think that the lone Chinese plane that was sent up was responsible for this. In my opinion it was the combined work of the Chinese plane and their anti-aircraft guns that did the damage.'

HUGE DAMAGE.

Our representative was told that the damage done at Chapei was estimated at \$100,000,000 and that was from a conservative point of view.

In conclusion the speaker said: "I think, and most people in Shanghai do, that the reason why there is so much uneasiness there at present is because they are afraid that when the trouble comes to an end, there will be a re-action in the minds of the Chinese which will turn them against the foreigners. That is why so many people are sending away their womenfolk and children and it is thought that that is also the reason why they are bringing all the foreign troops there."

WOOSUNG FORTS.

Staff-Captain James of the Empress of Russia said that when the ship was passing the Woosung forts on her departure from Shanghai on Saturday morning, bodies could be clearly seen on the banks of the river, although the trenches were still occupied by Chinese.

Seen through binoculars, the fort seemed to be much as usual, and the guns appeared to be in position. Many Chinese were seen in the vicinity of the fort.

Captain James said that the food problem might at some future date become acute, as none was being obtained from the Chinese farmers, and the only remaining source of supply was by steamer.

During the ship's stay in port, explosions could be heard, but it could not be determined whether they were caused by guns or by bombs. The sky at night was lit by the glare of fires in Chapei, and Japanese bombing planes were frequently to be seen overhead during the daytime.

It was quite correct, said Captain James, that crowds were besieging the shipping offices, but so far as Europeans were concerned the only signs of a general exodus was on the part of the women and children: all the men—most of whom of course were members of the Shanghai Volunteer Corps—were remaining. So far no Power had given any order for its nationals to evacuate the city.

"Shanghai," remarked Captain James, "is full of conflicting rumours, and it is impossible for anyone to form any opinion based on current statements."

ON DUTY AS VOLUNTEER.

Mr. McCann, another resident of Shanghai, who was a passenger to Hong Kong on the President Grant, said that he was a member of the Shanghai Volunteer Corps, and right up to the time of his departure for Hong Kong the Volunteers were doing duty in four-hour spells. They had barely time for food and sleep, and were quartered in the district under their control. Mr. McCann's company had as their quarters a Chinese temple near the North Railway Station, and from their posts they could see numbers of dead Chinese lying in the streets.

To the best of Mr. McCann's knowledge, the Volunteers had been in action but once during the disturbance, and that at the very beginning of the affair. On that occasion a number of rounds were fired from a Lewis gun, but how many casualties were caused he could not say.

The International Settlement is blocked with Chinese fleeing there for protection. The question of food supply was at first thought to be a serious one, but it is now considered that any anxiety on that account is needless, as the latest view of those in a position to know is that a serious shortage of food is unlikely to develop.

There is, said Mr. McCann, no general exodus of women and children, though of course a few are leaving. On the other hand, large numbers of Chinese are leaving Shanghai by every available steamer.

There are three Japanese aircraft carriers in Shanghai, a small one, and two large modern craft. The Japanese are establishing a ground aerodrome some distance outside the city, and a number of land planes are already stationed there.

A CHINESE VERSION.

A Chinese passenger on the President Grant, who is a prominent business man in Shanghai, told our representative that there was nothing doing in that port at the present. There was practically no business transacted as the Chinese employees are keeping away from the offices on account of the fact that they want to guard their homes while the foreign staff are on Volunteer duty in the Settlement. He (the speaker) said there was no need for alarm regarding the reported food shortage. There was quite an ample supply in Shanghai although prices had risen considerably.

The damage done to the Chapei district was such that it would be hard to name a figure and one thing that was regretted by all who followed Chinese literature closely was the loss of the Commercial Press factory and with it many volumes of ancient Chinese literary work.

According to this gentleman, the Japanese made two attacks on the Woosung Forts. The first time they landed four hundred marines but none of these returned to their ships. The next time they sent seven hundred men but these met with the same fate.

The speaker said that when the trouble started, the general opinion was that it would not last a week but at the present rate it was going on, it would be a bold man indeed who would try to forecast how and when it would end.

SWATOW QUIET.

SCHOOLS POSTPONE REOPENING.

SMALL DEMONSTRATION BY LABOUR UNIONS.

(From Our Own Correspondent.)

Swatow, Feb. 5.

To-day the town appears quiet but some excitement still prevails amongst the misinformed and narrow-minded masses. The streets are not so crowded as during the last few days. Many persons have since returned to their homes in the central residential area, though some continue to go inland or to Hong Kong. Most of the shops are open to enable those who are staying back, do their China New Year shopping.

The political situation has certainly upset all calculations for the celebration this year. There is sure to be a lack of enthusiasm amongst the womenfolk, who have not sought refuge elsewhere. To an outsider it would appear that Swatow is prepared for war with a good number of the population gone and houses deserted. The Chinese persist that fighting will take place, and what frightens them most of all is an aerial bombardment, similar to the recent Shanghai attack.

Anti-Japanese Parade.

Some two hundred members of combined labour unions held an anti-Japanese parade yesterday afternoon, going through the important thoroughfares. "Down with Japanese Imperialism" and "Down with the Japanese" were shouted by these unruly elements when passing "enemy territory." Nothing untoward happened, however, as armed policemen would have been able to cope with any eventuality. Rain was responsible for the small turnout.

The Students.

The opening of the schools after the winter vacation, to-morrow, has been postponed partly on account of the Chinese New Year and largely due to the present political situation. The question has been asked: What about the student-volunteers, where were they during the recent critical moments and why haven't they offered their services for what they are worth? They are always the real trouble-makers but shirk after an international topic has been raised.

"RIGHTS TO SEA ACCESS."

NEW BILL TO BE INTRODUCED

A Bill is to be introduced in the Legislative Council to amend the Foreshores and Sea Bed Ordinance, 1901.

The objects and reasons state, in part: Sub-sections 2 and 3 give the Governor in Council power to award compensation in cases of special damage and loss of value concerning which no provision was made in the principal Ordinance. Subsection 4 recasts the second proviso to section 3 of the principal Ordinance, by substituting the words "rights of sea access, if any, specifically granted to the holder of any lot, abutting directly on the sea or on any lot, abutting directly on the sea or on any tidal river or channel connected therewith, by any Crown lease" for the words "special rights of sea access, if any, of any holder of any lot, holding under a Crown lease."

Section 3 of this Ordinance similarly recasts the proviso to section 5 of the principal Ordinance which, though worded slightly differently to the second proviso to section 3 of the principal Ordinance, appears to have been intended to have the same effect.

CHINESE TEMPLES ORDINANCE.

The draft of a Bill is published in the Government Gazette to amend the Chinese Temples Ordinance, 1925.

Under section 7 (1) (a) of the principal Ordinance, the Chinese members for the time being of the Legislative Council are ex officio members of the Chinese Temples Committee.

The Chinese member of the Executive Council was until recently also a member of the Legislative Council. The main object of the amendment is to enable him to remain ex officio a member of the Committee.



We are showing an exclusive range of OVERCOATS in a variety of materials. Distinguished by a smartness of cut which reveals the current season's style, the man who takes pride in his personal appearance will find exactly the coat to suit him at—

Wm. POWELL, Ltd.

10, Ice House Street

Agents for

Jaeger Overcoats, Gloves, etc.

COLUMBIA COMPACT MODELS



PRICES FROM \$200
(LESS 10% DISCOUNT FOR CASH)
CALL AND HEAR THEM AT
The Anderson Music Co., Ltd.

Ice House Street.

Tel. 21322

Stepping into Spring

Faile afternoon
Shoes at \$16.50.

Glaze kid walking
Shoes at \$17.50.

Black suede
Shoes at \$25.00.

From the
Ladies' Salon
of

LANE, CRAWFORD, LTD.

NEW ADVERTISEMENTS

THE HONG KONG JOCKEY CLUB.

ANNUAL RACE MEETING, 1932.

20TH, 22ND, 23RD, 24TH AND 27TH FEBRUARY, 1932.

ON Saturday 20th, Monday 22nd, Tuesday 23rd, and Wednesday 24th February, the first race will be run at 11 a.m., and the first race will be run at 11.30 a.m. On Saturday, the 27th February, the first race will be run at 1 p.m., and the first race will be run at 1.30 p.m. The time interval will be taken after the fifth race on the first four days.

MEMBERS' BADGES AND ENCLOSURE

Members are reminded that they and their ladies must wear their badges prominently displayed. No one without a badge will be admitted to the Members' Enclosure. Badges admitting non-members to the Members' Enclosure and Club Rooms at \$10.00 per day including tax or \$40.00 including tax for the Meeting (ladies \$5.00 and \$20.00 respectively), are obtainable through the Secretary upon introduction by a Member, such Member to be responsible for all bills, etc. Badges admitting to Members' Enclosure will NOT be on sale at the Race Course.

A limited number of Tickets will be obtainable each day at the Club House, provided they are ordered in advance from the No. 1 Box, Telephone No. 21920.

On no pretext will children be permitted in either enclosure during the first four days of the Meeting.

PUBLIC ENCLOSURE

The price of admission to the Public Enclosure is \$4.00 per day including tax for all persons, including ladies, and is payable at the Gate.

Soldiers and Sailors in uniform are admitted to the Public Enclosure at \$1.00 per day including tax. Bookmakers, Tio Tio men, etc., will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meeting. Tickets will be obtainable in the Restaurant in the Public Enclosure.

SERVANTS' PASSES

Passes for Servants will be issued on application to the Secretary, 3rd Floor, Gloucester Building. Employers are requested to distribute them with discrimination and to endorse their names on the passes.

Servants are not permitted in the Members' Enclosure except for passing through on their duties, but must remain in their employers' stands. Any persons found loitering with Servants' passes in their possession will forfeit the same and will be removed from the enclosure.

By Order,

C. B. BROWN,

Secretary.

Hong Kong, 8th February, 1932. [1794]

HONG KONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the Shareholders in this Corporation will be held at the Head Office of the Corporation, No. 1, Queen's Road Central, Hong Kong, on SATURDAY, the 27th FEBRUARY, 1932, at 11.30 a.m. for the purpose of receiving the Report of the Board of Directors together with a statement of Accounts for the year ending 31st December, 1931.

The Register of Shares of the Corporation will be CLOSED from Monday, the 15th February to Saturday, the 27th February, 1932, (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors, V. M. GRAYBURN, Chief Manager.

Hong Kong, 5th Feb., 1932. [1786]

ST. STEPHEN'S COLLEGE, STANLEY.

SCHOOL re-opens February 8th. Examination for New Students at 9.30 a.m. For Prospective for Boarders and Day-boys, apply Mr. Li Hoi Tung, Banker & Co., 20, Des Voeux Road, Central or to

St. STEPHEN'S COLLEGE, STANLEY.

[1752]

IN THE SUPREME COURT OF HONG KONG.

PROBATE JURISDICTION.

In the Goods of SAMUEL BELL SMITH, Late of EAST LUTON, NEAR MALTON in the County of YORK, ENGLAND, RETIRED MASTER MARINE, DECEASED.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of the Provisions of Section 58 of Ordinance No. 2 of 1897, made an Order limiting the Time for Creditors and Others to send in their Claims against the above Estate to the 32d DAY of MARCH, 1932.

All Creditors and Others are accordingly hereby required to send their Claims to the Underigned on or before that date.

Dated the 2nd day of Feb., 1932.

JOHNSON, STOKES & MASTER, Solicitors for the Executor, Prince's Building, 100, Queen Street, Hong Kong. [1768]

TO TAKE ONE



IS BETTER THAN TO HAVE ONE HEADACHE

It's like the stitch in time—saves you a mine of trouble. Yeast-vite is not a medicine but a preventative of half the little worries and pains that we all suffer from.

YEAST-VITE

once-in-a-while

GILMAN & Co., Ltd. Agents.

A.P.B. 6

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory, stated: The anti-cyclone has strengthened. It is now central N.W. of Vladivostok, moving N.E. Local Forecast:—E. winds, fresh; generally overcast, drizzle and mist.

DEATH.

Kew.—HAROLD GEORGE, youngest son of Mr. and Mrs. C. H. W. Kew. Funeral will pass the Monument to-day at 5 p.m.

Editorial and Business Offices: 11, Ice House Street. Tel. 20251. Night Editor (Wanchai Office): Tel. 24511. London Office: 43, Fleet Street, E.C. 4.

The Daily Press.

(HONG KONG, FEBRUARY 9, 1932).

CRACKERS.

CHINA invented gunpowder many centuries ago but such was her peaceful nature that she never used its explosive power for anything but celebration of a social event, and the greatest event in the Chinese Calendar is the New Year's Day. It is amazing the amount of noise that marks the end of one year, and the beginning of another in China. The loud detonations that punctuate every moment of the day and night must surely have some deep significance, for otherwise it would be hard to understand the extravagance of so frugal a race as the Chinese. At funerals, of course, the object of the noise is to frighten away evil spirits that are lurking at the corners and doubtless the terrifying explosions on the eve of New Year, and on the day itself are believed to cleanse the air of those malevolent forces, which lurk around, and are ready to blast the fortunes of those, whose lives seem to be at their mercy.

Such deafening noise does afford a sense of human importance for it exhibits the power of man to compete with nature in its most violent aspect—in the flash of lightning and roll of thunder. We ourselves mimic nature this way by our naval salutes. But China does this, not as an act of politeness but with a deeper conviction that in this manner the enemy is to be destroyed. The natural enemies of China are numerous and of many forms. Disease and death are common to all, but to none do they come so frequently as to the Chinese family. Floods and famine are not unknown elsewhere, but in

no country are they now so great a menace as in China, over whom they are ever suspended like the sword of Damocles. Typhoons levy their annual toll and again impress upon the Chinese the utter inadequacy of human power over the elements. In addition to these calamities which continuously threaten the lives of thousands, there are others, piracy, brigandage and the oppression of militarists.

No wonder there is a superstitious belief in the existence of evil spiritual forces, for nowhere in the world is the human being exposed to so many and so vast forces of disaster.

Added to these natural enemies, China this year is engaged in deadly conflict with a foreign power, well armed and highly organized. Was it merely fancy or did we really detect in this year's celebrations louder and more continuous noises than usual? A fierce anger naturally looks for some outlet. Bitter resentment, and the sense of powerlessness in face of the forces, whether natural or human, that are arrayed against us, cannot be entirely suppressed even if they cannot find their normal expression in actual fighting.

The crackers, when exploded, perhaps, symbolize the assault that one would like to make upon the enemy. China never in her history has opened the new year in such tragic gloom, but it would be well if China learned that the way of dispelling such gloom was not beyond human powers. The way to regeneration does not lie in a blind acceptance of the inevitability of disaster, but in a resolute and determined exercise of those forces which are potentially within her control.

Top long has China yielded to this belief in the domination of nature's forces and too long has she bowed down to them in an attitude of traditional fatalism. Let her abandon this belief in the power of the devils of destruction and rely on the known sources of strength to control her destiny.

The Hankow floods were of so terrible and unprecedented a nature that it is doubtful if any system of dykes could have contained the mighty torrents of the Yangtze, but how many floods in China could have been averted but for the corruption of those who had diverted the money for maintaining dykes into their own pockets? Forethought and the application of scientific knowledge are more effective in staying off disaster, than offerings to the gods who are supposed to preside over the rivers. "To obey is better than sacrifice" and it is the lesson of obedience to the fundamental principles of human relationships that must first be acquired if a stronger and more efficient China is to emerge from the present chaos in domestic and foreign affairs. Slogans and cracker firing are very well, but when indulged in for the purpose of solving national problems they completely fail.

Light on "Old Moore."

Letters published in Home papers seem to establish that the original "Old Moore" was one "Francis Moore, Physician," who practised at Westminster in the latter part of the 17th Century. He was also a schoolmaster and an astrologer. His Almanac for 1711 was dated from "The sign of the Old Lady, near the Old Barge House, in Christ Church Parish, Southwark, July 19, 1710." He was apparently a pretty gentleman, and was "born in Bridgenorth, in the County of Salop, 29th of January, 1656."

Another "Francis Moore," Physician, appears as the author of the Almanac for 1821 of which one of the correspondents possesses two copies.

★ News and Views ★

Tale of the Day.

A prominent spinster in a country village, hearing the vicar had called her an old cabbage, taxed him with it. He immediately replied: "Yes, all heart, my dear lady, all heart."

German Tribute to British Navy.

A tribute to the efforts of the British Navy to stamp out the slave traffic in the Red Sea is paid in Berlin by Herr Hans Holfritz, the German explorer, who lately returned from a visit to that region. British gunboats, he says, assiduously give chase to the slave traders, but the nefarious traffic flourishes despite their watchfulness.

The anti-slave campaign does not perturb the dealers, who again and again endeavour to smuggle their "valuable black wares" from Africa into Arabia.

Embarked Secretly.

Obok, in French Somaliland (Herr Holfritz says), is the chief loading port and the slaves, from the interior, sometimes as remote as the Abyssinian mountains, are usually embarked in secret at night.

Should a slave chaser approach the trader during the crossing to the Arabian coast, the human cargo is thrown overboard to the sharks.

Even when a cargo of blacks is intercepted, it is often impossible to send the slaves back to the native villages, whose names and geographical position are unknown to them. As a result they have often to remain for weeks on the quayside, and the authorities experience great difficulty in providing for them.

Fall in Prices.

Herr Holfritz says that to-day slaves are sold in Hadjaz, Nejd, Yemen, Hadramout, and in other South Arabian States, and that in Abyssinia and other African States the trade, although officially forbidden, is actively carried on. The world fall in all commodity prices has affected those of slaves, who this winter fetch only from 25 to 30 shillings per head. In general, the slaves are well treated by their owners.

Lawrence of Arabia: Latest.

Lawrence of Arabia, the man who gained fame in the war, has proved himself to be an excellent motorcyclist, and he is now developing into a skilful speed-boat pilot. Officially known as Aircraftman T. Edward Shaw, attached to Mount Batten Air Station, he is now engaged, as part of his normal Royal Air Force duties, in trying out boats on Southampton Water. The development of fast boats is of great importance to the flying boat and seaplane squadrons. Lawrence is to be seen frequently speeding down the Solent when employed on these motor-boat tests.

Elstford in a Quarry.

An "elstford," which lasted a fortnight and was held in the dinner cabin of the Oakley slate quarry, has just concluded. Fifty quarrymen took part, and the competitions—singing, elocution, story-telling, whistles, and mouth-organ playing—were held during the middle of the week.

The chair prize was awarded to Joseph Jones, Porthlyde, who was chaired with all the pomp of the national Elstford, and other prizes included a silver teapot, biscuit barrel, and books.

The King's Racing Yacht.

The King has given orders for the re-coppering of his famous racing yacht, the Britannia, in preparation for next season's racing. The yacht is laid up at Cowes.

Fox Bolts Up a Chimney.

After swimming the Severn, with the Berkeley hounds in close pursuit, a fox dashed into a house at Llanthony, Gloucester, and bolted up the chimney.

The hounds swarmed over the house, but they soon located the fox, and the huntsman's endeavours to get them out of the house failed.

Finally a sweep was fetched to dislodge the fox.

When the brushes were thrust up the chimney the fox jumped on to the roof, then on to some back premises, and made another dash for life.

Hounds were close upon his heels, and he was killed on the river bank.

To Cross Atlantic in Tiny Craft.

Six young men have set out from Portsmouth harbour on a daring voyage across the Atlantic in two small boats.

One of these, the Alito, is a 24ft. sloop. It is manned by two brothers, one of whom, Mr. Alito Walter, took the vessel from the Baltic across the Atlantic and back last year. He and his brother, Yarlito, are Estonians.

The second boat is the Enterprize, a 32ft. auxiliary cutter, which will carry a crew of four, consisting of Messrs C. P. Barber, Ronald Wright, U. K. Walter, and Eric Hughes.

The party propose to make first for the coast of Spain. They will proceed to West Africa and go by way of the West Indies to America.

New Submarine: Reversion to Older Type.

The submarine Sturgeon, 740 tons, built at Chatham Dockyard, has been launched. Her armament includes one 4.1-inch disappearing gun. Mrs. Little, wife of Rear-Admiral C. J. C. Little, Rear-Admiral commanding submarines, performed the ceremony.

The launch of H.M.S. Sturgeon, a sister submarine to H.M.S. Swordfish, is of considerable interest, as these two vessels are a reversion of a smaller type of submarine not built for many years. They are, in fact, approximately of the same tonnage as the old "E" class submarines, which played so prominent a part in the War, and in which some of the greatest submarine exploits, including the dangerous passage of the Dardanelles, were performed.

★ Local Notes and Events ★

It is notified that the names of the Tung Lok Theatre Co., Ltd., has been struck off the Register.

It is declared by order of His Excellency the Governor in Council that Saigon is a place at which an infectious or contagious disease, namely, small-pox, prevails.

His Excellency the Governor has been pleased to appoint Mr. Edward Irvine Wynne-Jones to be a Police Magistrate, with effect from February 1.

On Friday forenoon, Ng Kai-wai, an aged Chinese, fell down the stairs at his home in Haiphong Road, and injured his skull. While on the way to hospital the unfortunate man died.

It is notified that His Honour the Chief Justice has ordered that the next Criminal Sessions for the despatch of the business of the Court shall be held on Monday, February 15, at 10 a.m.

Mr. Wolfe-Barry reports that on February 1 he discovered the loss of a gold and platinum brooch set with 20 small diamonds with a pearl in the centre. It is believed to have been stolen from the Officers' Mess on Stonecutters Island.

His Excellency the Governor has been pleased to appoint Mr. Herbert Richard Budd Hancock to act as a Member of the Court of the University of Hong Kong, during the absence on leave of Mr. Hugh Blackwell Lynam Dowling, with effect from January 30.

The corpse of a Chinese child, age 5 years, was found floating off Stonecutters Island on Saturday.

His Excellency the Governor has been pleased to appoint Professor Robert Kennedy Muir Simpson, M.C., M.A., to be an additional member of the Council of the University of Hong Kong for a period of one year, with effect from February 1.

His Excellency the Governor has been pleased to appoint, the Honourable Sir Shouson Chow, Kt., to be an additional member of the Council of the University of Hong Kong for a period of three years, with effect from February 1, 1932.

His Excellency the Governor has been pleased to make the following transfer in the Hong Kong Volunteer Defence Corps:—Lieutenant Robert Keith Valentine, Armoured Car Section, to be transferred to the Reserve of Officers, Hong Kong Volunteer Defence Corps, with effect from January 10.

Shortly after seven o'clock last evening, the Wanchai Police Station received a report from a woman residing at 341, Hennessy Road, to the effect that a man armed with a revolver made his way into her flat and stole a certain amount of property and money. Subsequent enquiries, however, revealed that the report was false, and that although a man did enter the flat, he went away without stealing anything.

Disappearing Gun.

Though these boats are considerably larger than the 14 "H" boats which have been running without cessation for 12 years, they are 200 tons smaller than the "L" Class, which are the smallest of what may be considered our ocean-going submarines. The last submarine to mount a disappearing gun was the "G" Class, H.M. submarine Swordfish and Sturgeon may be regarded as vessels whose primary use is for operations against large-scale attacks on the coast.

Literary Nourishment.

There is some humour in the report that Gandhi's literary nourishment in goal will include an autographed and specially-marked copy of the Secretary of State for India's book, "The Fourth Seal," and the Prime Minister's "War, Derivings and Excursions." It must be rare indeed for a political prisoner to beguile the hours of incarceration by perusing a work by, and autographed by, one who is, technically, partially responsible for his imprisonment. But anything is possible in politics these days.

Humorous History.

"1066 and All That"—the farcical history-book—has been made into a play, and is described as being a very funny skit on ancient history.

After this success, if the authors want to produce something even funnier, it is suggested transferring some of our very modern history to the stage. It will not require satirical treatment. It could not be made funnier than it already is.

The Silent Car.

Science, for new conquests ever sighing,

Seeks to silence sounds that sadly jar

High-strung, modern nerves, and so is trying

To achieve the soundless motor-car.

That's the problem she is keen on solving;

Audible exhausts are a disgrace; Nothing must be heard from tyres revolving

On the road, however, swift the pace

Walkers, thanks to Nature's limitations,

Save in front, are practically blind

Nothing will appeal to their sensations

When the silent car comes up behind.

Still there may be hope for creatures creeping

If they will observe the highway code.

Where there is no footpath always keeping

Strictly to the right hand of the road.

Science is, moreover, never-resting;

She has other triumphs yet in view.

While her latest feat we are digesting

She has turned her mind to something new.

Out of any gadget you can mention

Yet another surely will be born.

So, I wonder, will her next invention

Be a super-strident motor horn.

TOUCHSTONE.

FINEST

AMERICAN CHOCOLATES

OF THE FINEST QUALITY

FROM

H. D. FOSS & Co.

FRESH SHIPMENT JUST

RECEIVED

NEW STYLES

AND

NEW FLAVOURS

A. S. WATSON & CO., LTD.

HONG KONG DISPENSARY

Est. 1841

HEAVY MORNING AT MAGISTRACY.

NEARLY 100 CASES DEALT

WITH.

Nearly a hundred cases, more than half of which were from the Wanchai District, were dealt with at the Central Police Court yesterday by Mr. Wynne Jones who was occupied throughout the morning coping with an accumulation of cases over a period of three days, there having been no sitting on Saturday.

The majority of the offenders were charged with firing crackers in prohibited areas or in a manner which constituted a danger to the general public. Fines of \$5 or \$10 were imposed. Quite a number of other cases were for street gambling.

A middle-aged man, who was accused of gambling pleaded that he had seen some small boys gambling and had snatched the dice from them to stop them playing.

His Worship accepted the evidence, given by the prosecution, and in imposing a fine of \$10, asked the defendant since when he had appointed himself censor of morals.

LICENSING FEES.

REVISED SCALE PUBLISHED

The Governor in Council has revised the following licences under the Licensing Ordinances:— Auctioneer (Annual), \$800. Auctioneer (Weekly), \$25. Public billiard table, skittleground or Ninepin or bowling-alley (Annual), \$100. Money-changer (Annual), \$100. Chinese undertaker (Annual), \$25. Hawkers.

Stallholder (Annual), \$24. Itinerant for other than tobacco (Annual), \$4. Steamship (Annual), \$24. Native craft (Annual), \$4. Newspaper (Annual), \$1.

Fighting Resumed at Shanghai

HEAVY BOMBARDMENT OF WOOSUNG FORT

CHINESE TROOPS HOLD THEIR POSITIONS

NO FURTHER BRITISH REPRESENTATIONS AT PRESENT

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Feb. 8, 10.48 p.m. AFTER A QUIET DAY A THUNDERING BOMBARDMENT OPENED SHORTLY AFTER DUSK THIS EVENING. THE SHANGHAI VOLUNTEER OUTPOSTS REPORTING THAT IT WAS THE HEAVIEST FIRING THEY HAD HEARD SINCE HOSTILITIES COMMENCED TEN DAYS AGO.

THE INCESSANT ROAR OF ARTILLERY AND THE RATTLE OF MACHINE-GUNS LASTED THREE HOURS. AFTER WHICH THE ENGAGEMENT MOVED NORTH-EASTERLY FROM CHAPEL RAILWAY STATION, INDICATING THE CHINESE WERE DRIVING THE JAPANESE.

INTERVIEW WITH VICE-ADMIRAL NOMURA

SHANGHAI, February 8. Woosung City and Fort are still stubbornly held by Chinese troops after today's severe fighting with Japanese troops supported by armoured cars and destroyers, moored as close as possible to the river bank, relentlessly and tirelessly pouring in shells.

Vice-Admiral Nomura, when interviewed this evening aboard his flagship Izumo, a grim-looking dark-grey cruiser, said: "In view of the special character of the city of Shanghai I will do my best to prevent further trouble and settle the matter as quickly as possible."

Tall for a Japanese, Vice-Admiral Nomura is a stout and well built man with very closely cropped grey hair. Wearing a plain dark-blue uniform and standing behind him was Rear-Admiral Shioyama, who is a short heavy man. He answered several questions non-committally and laughed heartily at everything.

He said that the Japanese forces were merely intended to protect Japanese lives and property. "When the Chinese retire to a safe distance," he said, with a wave of a hand, "then everything will be over."

"LEAGUE POWERLESS TO FACE FAR EASTERN TROUBLES"

LONDON, Feb. 8. Resignation and tinged hope describes the attitude of those in authority who are most disappointed at the failure of the Anglo-American proposals.

It is learned the British Government agrees that no useful purpose can be served by further representations to China and Japan at the moment.

The American Government's adoption of a similar attitude is believed to be due to a feeling at the White House that the State Department went too far by initiating diplomatic representations to China and Japan with foreign co-operation.

French reaction to the dispute is most illuminating, prominent Nationalist organs pointing out that China is a typical example of a nation disarming before ensuring its own security and restoring arbitration to save face.

On the contrary Japan is hailed as an element of peace and order, while M. Poincaré comments that it is a "melancholy confession of the League's powerlessness to face the Far Eastern troubles."

TO CREATE CLOSER LIAISON

TOKYO, Feb. 8. For the purpose of creating closer liaison with local representatives of foreign Powers, Mr. Yosuke Matsukata, ex-Vice-President of the South Manchuria Railway, is proceeding to Shanghai shortly as the personal representative of Mr. Inukai and Mr. Yoshizawa.

Before leaving Mr. Matsukata will confer with the British, American and French Ambassadors.

TO FINANCE SHANGHAI CAMPAIGN

TOKYO, Feb. 8. Subject to the Privy Council's sanction which is required for emergency financial measures, the Cabinet is understood to have agreed to the appropriation of Yen 10,000,000 to cover Naval and Military expenditure at Shanghai till the end of the fiscal year, March 30.

It is expected this sum will be raised by the issue of bonds.

N.Y.K. SERVICE CURTAILED

TOKYO, Feb. 8. The N.Y.K. has announced that it has decided to suspend temporarily the service between Yokohama, Kobe and Shanghai owing to the conditions at Shanghai, though the Nagasaki Line is still being maintained, at least till the end of the month.

FRENCH REINFORCEMENTS

TIENSIN, Feb. 8. One company of French infantry is proceeding to Shanghai tomorrow there. It is possible that two more companies will follow on February 12.

TROOPS ADVANCE ON KIANGWAN

SHANGHAI, Feb. 7, 9.28 p.m. It is learned that nine hundred Japanese troops, part of the advance guard of the Mixed Brigade from Japan, disembarked at the Yangtze Estuary beyond Woosung today and are advancing along the Shanghai-Woosung Railway to Kiangwan, three miles from North Station, which is believed to be their first main objective.

The Japanese troops appear to be definitely planning not to enter the International Settlement at all but to operate solely from Chinese territory.

THE DAILY STRAFE CONTINUES

SHANGHAI, 11.45 p.m. The Hongkew and Chapei battle area had a comparatively quiet day, though the Japanese daily "strafe" has been kept up continuously. They are apparently waiting for the soldiers to reinforce the blue-jackets before launching a further offensive.

The Japanese airmen have taken a rest today, but the misery of the Chinese inhabitants of the battle area, those who still remain, has not been relieved for a steady snow-storm has been invading their shell-torn dwellings.

STRONG ATTACK ON WOOSUNG VILLAGE

SHANGHAI, Feb. 7, 3.30 p.m. It is officially announced that a large body of troops, part of the Division of regular forces now on the way, landed at Woosung at 3.30 p.m.

Reuter's special correspondent at Woosung reported at 4.45 p.m. that Japanese destroyers were heavily shelling Woosung Village, preparatory to the advance of the troops.

Woosung Village is placed at the confluence of the Woosung Creek and the Whangpoo River and a fierce battle is in progress.

The Japanese military are being assisted in the onslaught by armoured cars which went down to Woosung from Shanghai this morning.

When the Creek bridge was destroyed by the Chinese forces to prevent the armoured cars from taking part in the actual attack on the village, they took up a position on the south bank of Woosung Creek and commenced to pour a hail of lead into the village.

The Chinese troops defending the place are fighting splendidly with their backs to the wall, while the villagers, mostly poverty-stricken fisherfolk are fleeing into the surrounding country in a state of acute terror.

CHINESE FLAG STILL FLYING

SHANGHAI, 8.28 p.m. The latest report from Woosung states that all is quiet. It is believed that the Japanese troops,

JAPAN'S SOLUTION OF THE CHINA PROBLEM

DEMILITARISED ZONES SUGGESTED

PLAN TO OUST CHINESE WAR LORDS

[THROUGH REUTER'S AGENCY.]

TOKYO, Feb. 8.

What is frankly admitted to be feelings aiming at a permanent solution of the Shanghai problem in particular, and the China problem in general, were put out at the Foreign Office this morning.

Briefly, the proposal is the establishment of demilitarised zones, fifteen to twenty miles in width around the principal trading ports, notably, Shanghai, Hankow, Tientsin, Canton and Tsingtao; while Manchuria would also be demilitarised; though a portion of the better disciplined Chinese troops would be utilised as police.

The Foreign Office spokesman while outlining the proposal admitted that it runs counter to the ideas formulated at the Washington Conference, which aimed at providing a stable government in China by a policy of non-interference from outside; but a ten years' trial has proved the ineffectiveness of this policy, and appears to have shown that the only way to attain the desired result is to substitute a policy of interference which would ultimately benefit China, especially the merchant class, even more than it would benefit the Powers, though both would profit.

The proposal, which is likely to be broached formally at an International Conference to settle the present Shanghai dispute, would, therefore, it is claimed, have the same object as the Nine-Power Pact, but an approach from a different angle and to supersede the Pact.

A BLOW AT WAR LORDS

Further explaining the proposal, the spokesman emphasised that the creation of demilitarised zones

around the principal cities would strike a blow at the war lords who, he said, are the main cause of the instability of China, as they would be unable to exist if their activities were confined to the country districts instead of being enabled to baton on to cities as they are at present.

The chief beneficiaries, therefore, would be the Chinese merchants who would be able to carry on their business undisturbed.

While recognising that it would be necessary first to crystallise public opinion abroad for what is characterised as a "moral programme" rather than a "political one," the spokesman thought China might be induced to agree if the Powers offered to give up extrajurisdiction in all parts of China, except in the five demilitarised cities.

The Powers have not yet been sounded officially, stated the spokesman, but Japanese diplomatic representatives abroad have been instructed to seek a suitable occasion to broach the idea, either officially or unofficially.

Referring to the proposal to demilitarise the city zones, the Foreign Office spokesman emphasised that there is no intention of retaining Japanese troops in the Shanghai area till agreement thereon is reached. Also asserting that Japanese troops would be withdrawn as soon as the immediate object—the safeguarding of Japanese lives and interests—was achieved, and that "any further extension of the fighting" he also declared that Japan has no intention of seeking the establishment of a Japanese Concession at Shanghai.

LANCASHIRE REGIMENT FOR SHANGHAI

LONDON, Feb. 7. The War Office announces that the First Battalion of the East Lancashire Regiment has been ordered to Shanghai to enable the Scots Fusiliers to proceed home.

LABOUR PARTY PROTEST

LONDON, Feb. 7. Mr. George Lansbury, the leader of the Parliamentary Labour Party, has issued a statement to the Press which may be summarised as follows:

"The British Labour Party views with indignation the Japanese violation of China's territorial integrity, and urges the workers of every land to take such steps as may be agreed by the great Powers to end the intolerable and illegal state of affairs in China."

MANCHURIA CAMPAIGN

NANKING, Feb. 7. Voicing unanimous support of General Chiang Kai Shek, Marshal Chang Hsueh Liang, Yen Hsishan, Feng Yu Hsiang and General Ma Chan Shan, as well as their subordinate commanders, have issued a circular telegram announcing their determination to resist the "Japanese armed aggression."

It is reported that while the Chinese Government is determined to resist the Japanese forces in Shanghai, Chinese troops in North China are making preparations to advance into Jehol and toward Shanghaiwan, in a determined effort to recover lost territory in Manchuria.

It is also reported that troops under Marshals Yen Hsishan and Feng Yu Hsiang are entering Jehol via Haifengkou Mountain Pass to reinforce the Jehol forces.

Meanwhile, Chang Hsueh Liang's forces are stated to be getting ready for action along the Peking-Mukden Railway.

JAPANESE CASUALTIES

MUKDEN, Feb. 8. It is officially stated that the Japanese casualties during the fighting on February 4 and 5, which led to the occupation of Harbin, totalled 20 killed and 65 wounded. The wounded were rushed by plane to Changchun for treatment.

(Continued on Page 12.)

DISARMAMENT CONFERENCE

SIR JOHN SIMON PRESENTS BRITISH PROPOSALS

[THROUGH REUTER'S AGENCY.]

GENEVA, Feb. 8.

The abolition of submarines, the abolition of gas and chemical warfare and conscription; also a reduction in the size of warships; a reduction of the maximum gun calibre; prohibition of land guns above a certain calibre and the establishment of a permanent disarmament commission were the chief points of the British disarmament programme presented by Sir John Simon at the opening of the general debates at the Disarmament Conference.

Sir John said that Britain was of the opinion that the Conference should frame a general convention based and continued on the operation of the Washington and London Treaties.

Sir John stressed the necessity for an international agreement in order to effectively ensure that the limitations were not overstepped by making known cases of transgression with a view to bringing effective world pressure on the wrong-doer.

M. Tardieu said France is convinced that peace cannot be assured until the League is strengthened, therefore proposes to endow the Covenant with the necessary forces.

France is likewise ready to pledge herself unconditionally to a reduction of armaments for a limited period and proposes the League dispose three categories of forces, the military, naval and air forces furnished by contributions from participating states; "our one exception is in the event of legitimate defence when sheer flagrant attack is evident."

RUMOUR OF PLOT TO KILL M. LITVINOFF

GROUP OF MURDERERS FORMED AT PARIS

(Reuter's Special Service.)

PARIS, Feb. 8.

A rumour that Russian White Guards are preparing an attempt on the life of M. Litvinoff, who is at present attending the Disarmament Conference, is current here. As a result of a telegram from Moscow, Sir Eric Drummond declared that the Soviet had received authentic information that Russian emigrants in Paris had organised a group of murderers with instructions to kill the Soviet delegate within four days.

Although exhaustive police enquiries fail to reveal any evidence of such a plot, the Government are taking all precautions.

UNREST IN URUGUAY

COMMUNIST PUTCH FEARED

(Reuter's Special Service.)

MONTVIDEO, Feb. 8.

Troops and aeroplanes are guarding the Uruguay-Brazil frontier to prevent the smuggling of arms and to allay fears following intense Communist agitation.

The Nationalist leader, Saravia, has been arrested on suspicion of being in league with Communists, while "Reds" are being arrested and expelled from the country.

The President called a conference of leaders of all political parties at which he urged the necessity for a united front against Communists, stating that he feared that a Communist putch may be attempted tomorrow.

RONALD COLMAN IN TROUBLE

CAUTIONED BY POLICE TO OBSERVE THE LAW

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Feb. 8.

The famous movie star, Ronald Colman, who is in Shanghai on a round-the-world tour, fell foul of the Settlement Police last night, when he was found in the street with friends after the curfew hour. He was taken to Police Headquarters and cautioned as to the proper observance of the law.

This morning Colman visited the sanding emplacements at Soochow Creek occupied by the Fourth Marines.

OFFICIAL STATEMENT BY JAPANESE GOVERNMENT

WHY JAPAN SENT TROOPS TO SHANGHAI

The following statement was issued by the Government today in explanation of the despatch of military forces to China:—

It is the immutable policy of the Japanese Government to ensure by all means in its power the tranquillity of the Far East and to contribute to the peaceful progress of the world. Unfortunately, in recent years international discord and unsettled political conditions, prevailing in China, coupled with rampant anti-foreign agitation, have given cause for serious concern to all other Powers, especially Japan, which, because of her geographical proximity and vast interests, has been made to suffer in far greater degree than any other.

Acts of Violence. While the Japanese Government, in their solicitude for neighbourly amity and international good understanding, have exerted every effort to maintain a conciliatory attitude, China, taking advantage of our moderation, has resorted to frequent infringements of our rights and interests, to various acts of violence towards Japanese residents, and intensification of the violent anti-Japanese movement, which is without parallel elsewhere, as it is under the direct and indirect guidance of the Nationalist Party, which is identified with the Nationalist Government itself.

It is in these circumstances that the Shanghai incident has broken out. It is similar to numerous outrages and insults that had previously been perpetrated at Tientsin, Foochow, Canton, Amoy and elsewhere, in that they are all characterized by Chinese contempt for Japan and the Japanese and by acts of physical violence. The Shanghai incident only happens to be a most flagrant case.

On 9th January last, the vernacular journal *Mikoku Daily News*, published an article insulting the honour of our Imperial House. Shortly afterwards, on the 13th, a party of Japanese priests and their companions, five persons in all, were the subject of an unprovoked attack by Chinese desperadoes. As a result, three of the priests were severely wounded and one was killed.

Japan's Four Demands. The shock of these events was sufficient to explode strong and deep indignation felt by the Japanese residents of Shanghai, who had suffered for many years past and had exercised the utmost restraint in the face of increasing Chinese atrocities and affronts.

Noting the extreme gravity of the situation, the Japanese Consul-General, under instructions from his Government, and in order to do all that was possible to prevent, by local solution of the question, any aggravation of the case, presented to the Mayor of Shanghai on January 21 a set of four demands, including one for the dissolution of the Anti-Japanese Societies. At three o'clock on the afternoon of January 26, the Mayor's reply, acceding to the above demands, was received. The Japanese authorities, hoping that tension might then relax, decided to wait and watch the performance of their promise on the part of the Chinese. However, soldiers belonging to the 19th Army, then concentrating in the vicinity of Shanghai, began, for reasons connected with internal politics, to display signs of recalcitrance towards the Nanking authorities and appeared to be making hostile preparations in spite of the Mayor's acceptance of our terms, thus creating a new source of danger.

State of Emergency Proclaimed. In the meantime, Chinese soldiers in civilian costume, and various lawless elements, had stolen into the International Settlement, creating a source of danger to the quarter in the vicinity of the Municipal offices. Many alarming rumours were in circulation, and the residents were plunged into an agony of terror, the police of Chapei district having taken flight.

Thereupon, on January 28 at 4 o'clock authorities of the Settlement proclaimed a state of emergency and

armed forces of the Powers were ordered out in accordance with a plan that had been previously agreed upon. It was when proceeding to their assigned sector in Chapei that the Chinese opened fire upon them, precipitating a conflict between Chinese and Japanese armed forces of which the present situation is the outcome.

As is clear from what has been said, this incident of the Chinese assault upon Japanese priests, and the incident of an armed Sino-Japanese conflict were entirely separate affairs. With regard to the armed collision, as it was entirely contrary to every intention of ours, and as the British and American Consuls-General offered to tender their good offices, the Japanese authorities sought in effect "a cessation of hostilities, and in fact succeeded on the 28th in arriving at an agreement for a truce. But on the following day the Chinese, in contravention of their pledge, opened fire once more.

Navy's Restraint. At a conference summoned on the 31st, it was agreed that the opposing forces should cease from all hostile action during the progress of the negotiations for the establishment of a neutral zone. However, the Chinese, resuming the offensive, are continuing the concentration of troops in the neighbourhood of Shanghai.

So far, the Japanese Navy, desiring, in view of the international character of Shanghai, not to aggravate the situation has refrained from taking any drastic action, while the Chinese, spreading news of Japanese defeats, are showing greater vehemence in their actions.

In the existing state of affairs in China, uncontrolled and uncontrolled, and in view of historical precedents in such cases, we can have no assurance as to the possible behaviour of this vast army congregated in the Shanghai area, should unscrupulous politicians care to incite them.

Our marines opposed to Chinese forces, outnumbered by more than ten to one, are being wearied to exhaustion, while the predicament of Japanese residents, facing imminent danger as they are, is beyond description.

In order to meet the absolute necessity of at once despatching adequate military reinforcements (as there are obvious limitations to naval units which can be landed), so as to put an end to the menace of the Chinese armies, to restore Shanghai to normal conditions, and to relieve the inhabitants of all nationalities from the strain of fear and disgust, the decision was taken to order necessary military forces to Shanghai.

No Special Significance. It should be stated that this despatch of military force carries no more significance than the despatch of marines in accordance with the practice of several previous occasions, and that the Japanese Government are prompted by no other motive than that of discharging their international duty and of safeguarding the large number of Japanese nationals and Japanese property, worth many hundreds of millions, involved in the affair.

The expeditionary force has been, therefore, limited to the strength absolutely required for the above purposes, and its action will be guided solely by the policy of protecting the common interests of all Powers unless the Chinese, by continuing hostilities, or by obstructing our army in attaining the above ends, compel it to take necessary action. There is, of course, no intention whatever that it should enter upon an aggressive campaign.

The Japanese Government have already declared that they cherish no political ambitions in the region of Shanghai or encroaching thereupon the rights of any other Powers. What they desire is to promote the safety and prosperity of that region by co-operation with the other Powers and by mutual assistance, so as to contribute to the peace and well-being of the Far East.

A POLITICAL SENSATION

SIR H. SAMUEL EXPLAINS CABINET BATTLE

(Reuter's Special Service.)

LONDON, Feb. 7.

A first-class sensation has been created by Sir Herbert Samuel, the Home Secretary, who, speaking at Southport today, in the course of a studied rebuff to the Conservatives who have expressed themselves displeased with the vigour of his attack on the Government's tariff proposals, revealed some of the inner history of the bitter battle waged in the National Cabinet.

The high-spot of his disclosures was that he himself, Viscount Snowden, Sir Donald Maclean and Sir Archibald Sinclair, all actually tendered their resignations to Mr. Ramsay MacDonald during the discussions on the tariff plan.

Sir Samuel added that the four members of the Cabinet who were unable to give their assent accepted the Prime Minister's invitation to remain in the Government, only

SHANGHAI AERIAL MAILS

SERVICE NOW BEING RESUMED.

[THROUGH REUTER'S AGENCY.]

NANKING, Feb. 7. It is announced that the air mail service between Shanghai, Nanking and Hankow is being resumed as from to-day. The service ceased at the outbreak of the trouble.

In order to avoid the mail planes being mistaken for military aircraft, they have been specially painted green.

The service on the Shanghai-Nanking Railway has been resumed to within twelve miles of Shanghai.

because it was accompanied by an offer of real liberty in speech and in vote of expressing their disagreement.

The understanding in the Cabinet was that this liberty should be "the somewhat restricted freedom of a bird within a cage."

Sir Herbert's plain speaking was a direct reply to Conservatives who suggested that he should not have made the very real difference between Chinese or Japanese Government

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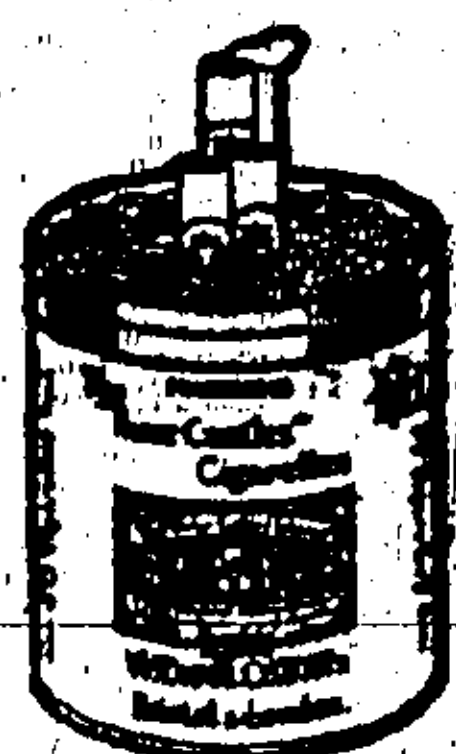
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Sports News

H.K.C.C. v. UNITED SERVICES.

DELAYED DECLARATION LOSES MATCH FOR THE CLUB.

PLAYING IN THE RAIN: MANY CATCHES DROPPED.

The final match of one big local series began on Saturday last on the Club ground, when H.K.C.C. opposed the United Services. The weather was dull and cold, and the wicket on top was soft though hard enough underneath. It was definitely a day for the spin bowlers. Owen Hughes was lucky enough to win the toss and sent on Richardson and Duckitt to oppose Sig. Williams at the Yard end and Capt. Mirhouse. It was pretty soon evident that it was not the fast bowler's wicket, though he sent down some very useful balls. Three or four of them shot in a most disconcerting fashion but they went across to miss the off-stick. I know Williams is not very keen on bowling round the wicket, but with his fatal trick of following up to the right, the Army skipper very sportingly—and I think, very wisely—insisted on it.

A Good Start.

The Club batsmen got down very steadily to business. Mirhouse, who seemed to be feeling the cold, was on the short side to start with, although it was obvious he was turning back a lot from leg. Duckitt had a four to square leg in his first over and might well have had more. He improved steadily, however, while Williams kept the batsmen quiet but went away for four byes once or twice. Matters progressed quietly until the fast bowler lost his length and Richardson put him to square leg, and through the covers, each time for four. This brought Musson on, and it was pretty evident the wicket was to his liking. Just after the fifty went up, Duckitt failed to get hold of a short one that turned a good bit and skied it in the direction of long leg, but Villiers did not manage to get to it. Finally, when seventy-five was on the board after an hour's play, Musson, who dropped his square leg deeper, got Duckitt to fall into his trap and Wales took a nicely judged catch.

An Appalling Collapse.

Meantime Anstruther had relieved Mirhouse at the Law Courts end, and for some time the newcomer, Sayer, hardly got a ball as Richardson monopolized the batting end and put on a dozen or so. Then came a cataclysmic over from Anstruther. The first ball was a full toss. Richardson hit across it and it fell on his thigh—palpably l.b.w. Griffiths came in and was bowled first ball by a very short one which broke in a lot and shot. Owen Hughes had a single but Sayer was then caught at extra from a very wild hit. To make matters worse next over Musson got an off break past the Club skipper and bowled him off his pads. The Club had lost four wickets for two runs!

The Club Recover.

Mitchell and Ride saved the situation and hung on until tiffin when the score was a hundred and six. Afterward Mirhouse had a few overs while Anstruther bowled from the other end. Not until 134 was on the board did a separation come, when Musson, who had resumed to his usual end (the Law Courts), got Mitchell to mistime one and caught and bowled him for an invaluable twenty-seven. Ride was playing watchfully but scoring rather slowly. Beck and Armstrong hung on for a bit and each wicket added round about twenty, though Musson was keeping the batsmen steady. A spell of the fast bowler did not prove successful and Musson had Armstrong caught in the slips and later put his faster ball straight through to get Ride l.b.w. for an excellent thirty. Anstruther had bowled Beck, but McClellan got eighteen in quick time, before Wood became another slip victim to Musson. The innings closed for 308. I had hazarded the opinion that neither side would get two hundred, and the Club should not have done as Wood was dropped of successive balls in the deep and at the wicket when the score was 197.

The Services Bat.

There was never any prospect of the Services getting two hundred. Indeed at one time it looked very much as if they would fail to get three figures. Birt and Williams came out to open, their innings against Beck, at the Yard End, and Owen Hughes Beck opened with a maiden and Owen Hughes could find no length whatever. In Beck's second over Wood caught Birt at the wicket after having dropped him two balls before. Beck continued to bowl very well but after being hit for eighteen in three overs Owen Hughes very wisely went off for McClellan. Williams was very lucky to be dropped twice, at the wicket off Beck, but one chance was very low and hard. The score was taken to twenty-nine when McFarlan, who had kept a very straight bat, failed to get over one of McClellan and was taken, at Cover, and off the fifth ball of the over a faster one got past Williams' guard. Musson played watchful cricket while Villiers hit out and scored several fours, but he was very lucky. Beck was having abominable luck, but he managed to get in a fast one to Musson which kept very low and sent the off stump flying out of the ground.

A Collapse.

Wickets then fell fast as Beck got Villiers and Watson both bowled, while McClellan did as much for Wales. Seven wickets were down for sixty seven. But Mundy and Barry made a stand and Anstruther got eleven before being run out owing to a misunderstanding. The innings closed for 114, leaving the Club eighty-eight runs on. Beck had four for thirty-four and deserved many more. McClellan sent down some good stuff but he was not as certain of his length as he has been lately.

Monday's Play.

The weather went to bits over the week-end and it was drizzling a bit when the game was restarted. Sayer and Richardson started and they played some very nice shots, including one perfect late cut before being bowled by Anstruther with one that kept low. Mitchell joined Richardson and the pair put on a bright hundred and two runs, Mitchell just winning the race for the half-century. It was by far the best knock he has played for some time and there was hardly a bad shot in it. His partner, too, was excellent, and the red-hot drive which Wales took at mid-off was only just a bad stroke in that it was mistimed a shade. Ride scored freely and at tiffin time the Club were over 250 runs on. In view of the Services poor showing in the first knock and the lack of potentially big scorers, taken in conjunction with the gloomy weather, I was utterly amazed that Owen Hughes did not decline. Instead he wrestled half an hour and set the Services 290 to get in three hours and a quarter.

Bad Fielding.

Thanks to three sitters being put down, Williams got twenty-one. McFarlan played a really good knock for thirty but wickets fell steadily. Beck started by bowling five maidens running and things went well, until Mundy and Barry came together again. They did not score much but they did not get out. After the tea interval the rain started to fall and after five minutes the game should have been stopped. But they carried on until after five, while Mirhouse hit gallantly and Barry stone-walled. Finally, when the scores had got down for a lamp, and the water was beginning to stand in pools, stumps and the match were drawn. Why Owen Hughes sent down fifteen overs running withing, giving Richardson a single ball is unguessable. It was a bad show altogether.

Space precludes a general review and I should prefer to think the matter over quietly, so I will defer comment until my notes on Friday next.

R. ABBIT.

FULL SCORE AND ANALYSIS

First Innings of H.K.C.C.

J. E. Richardson, l.b.w., b Anstruther 43
E. R. Duckitt, c Wales, b Musson 34
G. R. Sayer, c Birt, b Anstruther 1
R. H. Griffiths, b Anstruther 0
H. Owen Hughes, b Musson 1

E. J. R. Mitchell, c and b Musson 90
L. T. Ride, l.b.w., b Musson 50
A. O. Beck, b Anstruther 5
H. J. Armstrong, c Mirhouse, b Musson 8
D. McClellan, not out 18
R. M. Wood, c Mirhouse, b Musson 4
Extras: Byes 25, leg byes 6 31

Total 308
(Continued on Page 11.)

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COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Members of the above named Company will be held at the Office of Messrs. Jardine, Matheson & Co., Ltd., on THURSDAY, the 11th day of FEBRUARY, 1932, at 12.15 p.m., immediately after the Annual General Meeting of the Company, for the purpose of considering and if thought fit passing the following resolution as an Extraordinary Resolution:

(a) by deleting the figures \$10,000.00 in the third line of Article 95(a) of the Company's Articles of Association and substituting therefor the figures \$15,000.00.

AND NOTICE IS HEREBY ALSO GIVEN that a further EXTRAORDINARY GENERAL MEETING of the Members of the Company will be held at the same time and place on WEDNESDAY, the 27th day of MARCH, 1932, for the purpose of receiving a report of the proceedings at the above mentioned meeting and of confirming if thought fit the above mentioned resolution as a Special Resolution.

Dated the 28th day of Jan., 1932.
By Order of the Board,
L. S. GREENHILL,
Secretary.

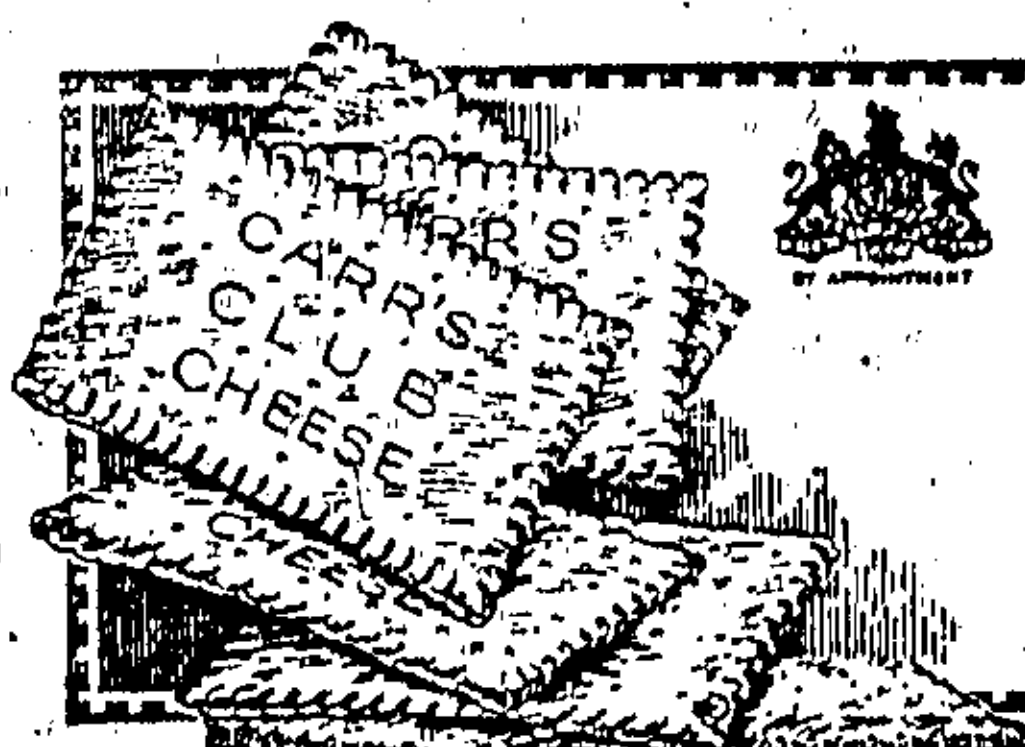


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NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-FOURTH ORDINARY YEARLY MEETING of this Company will be held at the Office of Messrs. Jardine, Matheson & Co., Ltd., on THURSDAY, the 11th day of FEBRUARY, 1932, at NOON, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ended 31st December, 1931.

The Register of Shares of the Company will be CLOSED from Wednesday, the 3rd day of February, 1932, to Thursday, the 11th day of February, 1932, both days inclusive.

NOTICE IS HEREBY ALSO GIVEN that an Extraordinary General Meeting of the Members of the above named Company will be held at 12.15 p.m. on the same day and at the same place as and immediately after the before mentioned Ordinary General Meeting for the purpose of considering and if thought fit passing the following resolution as an Extraordinary Resolution:

That the Articles of Association of the Company be altered in manner following—

(a) By deletion of the words "One thousand Dollars" contained partly in the third and partly in the fourth lines of Article 95A of the Company's Articles of Association and the substitution thereof of the words "Five thousand Dollars."

AND NOTICE IS HEREBY ALSO GIVEN that a further Extraordinary General Meeting of the Members of the Company will be held at the same place at 12.30 p.m. on Friday, the 26th day of February, 1932, for the purpose of receiving a Report of the proceedings at the before mentioned Extraordinary General Meeting and of confirming if thought fit the before mentioned resolution as a Special Resolution.

By Order of the Board of Directors,
F. H. CRAPNELLE,
Secretary.

27th January, 1932. [1743]

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the name VALDA.

H.K.C.C. & UNITED
SERVICES.

(Continued from Page 10.)

Fall of Wickets:—1/75; 2/80;
3/90; 4/91; 5/92; 6/134; 7/153;
8/178; 9/182; 10/202.

Bowling Analysis.

| | O. | M. | R. | W. |
|-----------------|----|----|----|----|
| Sig. Williams | 13 | 2 | 3 | 0 |
| Capt. Mirehouse | 14 | 0 | 34 | 0 |
| A. H. Munson | 22 | 1 | 4 | 0 |
| Anstruther | 17 | 4 | 23 | 4 |

First Innings of United Services.

| | O. | M. | R. | W. |
|------------------------------|----|----|----|----|
| A. L. Birt (R.A.), c. Wood | 5 | | | |
| Sig. Williams (R.C.S.), b | 9 | | | |
| McLellan | 11 | | | |
| Mid. McFarlan, R.N., c | 7 | | | |
| A. H. Munson (R.A.), b | 7 | | | |
| Boek | 20 | | | |
| Lt. Villiers, R.N., b Beck | 4 | | | |
| Lt. Watson, R.N., b Beck | 2 | | | |
| Capt. Wales (S.W.B.), b Mc- | 2 | | | |
| Lellan | 18 | | | |
| Capt. Barry (R.A.), c Rids, | 21 | | | |
| b Richardson | 11 | | | |
| Lt. Comdr. Mundy, R.N., c | 11 | | | |
| Sayer, b Duckitt | 2 | | | |
| A. M. Anstruther (R.E.), run | 2 | | | |
| out | 2 | | | |
| Capt. Mirehouse, Glosters, | 2 | | | |
| not out | 2 | | | |
| Extras: Byes 3, leg byes 1 | 4 | | | |

Total

114

Fall of wickets:—1/6; 2/29;
3/—; 4/32; 5/60; 6/61; 7/37;
8/92; 9/108 10/114.

Bowling Analysis.

| | O. | M. | R. | W. |
|------------------|----|----|----|----|
| A. C. Beck | 10 | 5 | 34 | 4 |
| H. Owen Hughes | 3 | 0 | 18 | 0 |
| D. McLellan | 12 | 3 | 32 | 3 |
| J. E. Richardson | 4 | 0 | 13 | 1 |
| E. R. Duckitt | 3 | 1 | 11 | 1 |

Second Innings of H.K.C.C.

| | O. | M. | R. | W. |
|------------------------------|----|----|----|----|
| J. E. Richardson, c Wales, | 55 | | | |
| b Mirehouse | 18 | | | |
| G. R. Sayer, b Anstruther | 50 | | | |
| E. J. R. Mitchell, st. Bird, | 50 | | | |
| b Mirehouse | 32 | | | |
| Lt. T. Bide, c Mirehouse, b | 32 | | | |
| Mundy | 30 | | | |
| H. Owen Hughes, not out | 8 | | | |
| E. R. Duckitt, not out | 10 | | | |
| Extras: Byes 5, leg byes 3, | 10 | | | |
| wides 2 | 10 | | | |

Total (for 4 wks., dec.)

210

R. H. Griffiths, A. C. Beck,
D. McLellan, H. J. Armstrong,
R. M. Wood, did not bat.

Fall of wickets:—1/28; 2/130;
3/139; 4/192.

Bowling Analysis.

| | O. | M. | R. | W. |
|-------------------------|----|----|----|----|
| A. M. Anstruther, R.E., | 0 | 0 | 27 | 1 |
| *A. H. Munson, | 9 | 1 | 46 | 0 |
| R.N., | 0 | 0 | 25 | 0 |
| Captain Mire- | 7 | 0 | 42 | 2 |
| house, Glosters | 11 | 1 | 45 | 1 |
| R.N., | 6 | 1 | 17 | 0 |
| Sig. Williams, | 0 | 1 | 17 | 0 |
| R.C.S., | 0 | 1 | 17 | 0 |

Second Innings of United Services.

| | O. | M. | R. | W. |
|-------------------------------|----|----|----|----|
| A. L. Birt (R.A.), b McLellan | 21 | | | |
| Sig. Williams (R.C.S.), c | 20 | | | |
| Griffiths, b McLellan | 20 | | | |
| Mid. McFarlan, R.N., b.w., | 20 | | | |
| b Duckitt | 1 | | | |
| A. H. Munson (R.A.), c and | 1 | | | |
| b Beck | 5 | | | |
| Lt. Villiers, R.N., c Owen | 5 | | | |
| Hughes, b Beck | 18 | | | |
| Capt. Wales (S.W.B.), run | 14 | | | |
| out | 14 | | | |
| Lt. Watson, R.N., b Beck | 0 | | | |
| A. M. Anstruther, R.E., c | 0 | | | |
| Wood, b Owen Hughes | 5 | | | |
| Lt. Comdr. Mundy, R.N., c | 7 | | | |
| Wood, b Beck | 24 | | | |
| Capt. Barry (R.A.), not out | 24 | | | |
| Capt. Mirehouse (Glosters), | 25 | | | |
| not out | 25 | | | |
| Extras: Byes 30, leg byes 2, | 32 | | | |
| no balls 2, wide 1 | 25 | | | |

Total (for 9 wickets)

157

Fall of wickets:—1/2; 2/37;
3/48; 4/70; 5/89; 6/96; 7/113;
8/113; 9/121.

(Continued on next Column.)

WEEK-END
FOOTBALL.

RESULTS AT A GLANCE.

The results of the week-end football, together with the league tables, brought up-to-date, are as under:—

Division I.

| | | | |
|--------------|---|---------|---|
| Borderers | 2 | Police | 1 |
| Club | 1 | Navy | 1 |
| St. Joseph's | 2 | Kowloon | 1 |

Division II.

| | | | |
|--------------|---|-----------|---|
| *University | — | Navy | — |
| Club | 2 | Kowloon | 2 |
| 12th Battery | 0 | Borderers | 1 |

Division III.

| | | | |
|-------------|----|---------|---|
| *R.E. | — | Recreio | — |
| Borderers | 13 | Radio | 0 |
| *Postponed. | | | |

LEAGUE TABLES TO DATE.

| | P. | W. | D. | L. | F. | A. | Pts. |
|--------------|----|----|----|----|----|----|------|
| Navy | 10 | 7 | 2 | 1 | 21 | 14 | 18 |
| Argylls | 8 | 6 | 2 | 1 | 23 | 7 | 14 |
| Borderers | 9 | 5 | 2 | 2 | 23 | 16 | 12 |
| Police | 9 | 4 | 2 | 3 | 19 | 14 | 10 |
| Kowloon | 10 | 5 | 0 | 5 | 27 | 21 | 10 |
| Club | 8 | 2 | 3 | 4 | 20 | 20 | 1 |
| Recreio | 8 | 1 | 1 | 7 | 8 | 20 | 3 |
| St. Joseph's | 0 | 1 | 0 | 8 | 16 | 48 | 2 |

Division II.

| | P. | W. | D. | L. | F. | A. | Pts. |
|--------------|----|----|----|----|----|----|------|
| Borderers | 14 | 11 | 0 | 3 | 52 | 17 | 22 |
| Argylls | 11 | 10 | 0 | 1 | 35 | 4 | 20 |
| Navy | 11 | 8 | 0 | 3 | 29 | 15 | 16 |
| 12th Battery | 10 | 6 | 0 | 4 | 41 | 15 | 12 |
| Kowloon | 11 | 4 | 1 | 6 | 25 | 43 | 9 |
| R.A.O.C. | 11 | 4 | 0 | 7 | 27 | 30 | 8 |
| Club | 13 | 3 | 1 | 9 | 11 | 51 | 7 |
| University | 10 | 0 | 0 | 10 | 12 | 56 | 0 |

Division III.

| | P. | W. | D. | L. | F. | A. | Pts. |
|--------------|----|----|----|----|----|----|------|
| Borderers | 8 | 7 | 0 | 1 | 37 | 9 | 14 |
| Recreio | 7 | 0 | 0 | 1 | 30 | 5 | 12 |
| R.A.F. | 7 | 5 | 0 | 2 | 26 | 7 | 10 |
| St. Joseph's | 7 | 2 | 0 | 5 | 11 | 33 | 4 |
| R.E. | 7 | 2 | 0 | 5 | 21 | 21 | 4 |
| Radio | 8 | 0 | 0 | 8 | 10 | 60 | 0 |

Bowling Analysis.

| | O. | M. | R. | W. |
|-----------------|----|----|----|----|
| *A. C. Beck | 21 | 9 | 43 | 4 |
| D. McLellan | 12 | 0 | 39 | 2 |
| *H. Owen Hughes | 15 | 4 | 20 | 1 |
| E. R. Duckitt | 6 | 0 | 22 | 1 |

*Bowled two no-balls.
†Bowled one wide.

LEAGUE MATCH.

RECREIO v. C.S.C.C.

At King's Park the Club de Recreio defeated the Civil Service Cricket Club by one wicket.

The home side were indebted to A. Prata for their sixth success this season, for besides taking 4 wickets for 12 runs he scored 30 out of the first 33 runs scored by the Recreio.

The scores were:—
C.S.C.C. 100
Recreio 105

LEAGUE TABLES.

The following is the present standing of the various Clubs in both divisions:—

| | P. | W. | D. | L. | Pts. |
|-----------------|----|----|----|----|------|
| Craigengower | 4 | 1 | 0 | 3 | 2 |
| Indian R.C. | 4 | 1 | 0 | 3 | 2 |
| H.K.C.C. | 4 | 1 | 0 | 3 | 2 |
| Royal Artillery | 3 | 1 | 1 | 1 | 4 |
| Kowloon C.C. | 4 | 0 | 3 | 1 | 3 |
| Civil Service | 5 | 1 | 0 | 4 | 2 |
| University | 2 | 0 | 1 | 1 | 1 |
| Royal Navy | 3 | 0 | 1 | 2 | 1 |

| | P. | W. | D. | L. | Pts. |
|-----------------|----|----|----|----|------|
| Club de Recreio | 9 | 6 | 2 | 1 | 20 |
| Kowloon C.C. | 7 | 5 | 2 | 0 | 17 |
| Indian R.C. | 6 | 4 | 1 | 1 | 13 |
| S.W. Borderers | 7 | 3 | 1 | 3 | 10 |
| Craigengower | 7 | 3 | 0 | 4 | 9 |
| Police R.C. | 7 | 2 | 2 | 3 | 6 |
| H.K.C.C. | 6 | 2 | 1 | 3 | 7 |
| University | 6 | 1 | 2 | 3 | 5 |
| R.A.S.C. | 5 | 1 | 1 | 3 | 4 |
| Civil Service | 5 | 0 | 4 | 4 | 4 |

WEDDING BELLS.

TWO CEREMONIES ON
SATURDAY.

PEARSE-THOMAS.

The wedding was solemnized at St. Joseph's Church, Garden Road, on Saturday of Revenue Officer Harold Victor Pearce and Miss Elizabeth Thomas.

The bride, who was given away by Mr. R. Hooper was charmingly attired in silver lace and chiffon and carried a bouquet of chrysanthemums. She was attended by the Misses Kate Sullivan and Joyce Thomas, while the duties of "best man" were discharged by Mr. G. W. Gunn.

The bride's mother wore a creation of lawn satin and lace. The bridegroom's gift to the bride was a Bantam Austin car, and that of the bride to the bridegroom a silver inlaid dressing-table set.

PANIZZI-MARTIN.

The Rosary Church, Kowloon, was the scene of a very pretty wedding on Saturday when Miss Margaret May Martin became the bride of Mr. Joseph Vincent Panizzi.

The bride was given away by Mr. A. W. Smith, and was charmingly dressed in a creation of ivory chiffon velvet.

She carried a sheaf of white carnations, and was attended by three bridesmaids, the Misses Phyllis Woolley, Bissy Hirst, and Edith Holloway, while her mother was Matron of Honour and Miss Penny Arnold the train-bearer.

The duties of "best man" were carried out by Mr. G. Forder.

The bride's gift to the groom was a pair of jade and gold cuffs links, while that of the groom to the bride was a diamond marquise ring. The bridesmaids received gifts of gold and jade rings, and the train-bearer a gold and pearl brooch.

CHINESE NEW YEAR
TRAGEDY.MR. H. G. KEW FOUND
SHOT.

The offices of Messrs. Rudolf Wolff and Kew, Ltd., was the scene of a tragedy on Sunday evening when an office boy, on entering one of the rooms, discovered Mr. H. G. Kew reclining on a chair, bleeding profusely from a bullet wound in the head. A revolver was found beside Mr. Kew and the police were at once communicated with while the parents of the lad (Mr. Kew was only 19 years of age) were summoned to the office. They removed the boy to the Government Civil Hospital where he succumbed to his injury at about 6 p.m.

It was stated that the late Mr. Kew went back to the office alone that afternoon although it was a holiday and he was later heard putting on a radio-set. He was very well liked by a large circle of friends and was a member of the Hong Kong Police Reserve (Flying Squad), being well-liked by all with whom he came in contact with him.

The funeral takes place this afternoon, passing the Monument at 5 p.m.

PASSENGERS.

Departures.

The following passengers sailed for Manila per the Empress of Russia yesterday:—Miss R. Araneta, Miss M. Carson, Mrs. H. R. Gibson, Mr. and Mrs. R. G. Green, Mr. E. Huga, Dr. C. F. Keyes, Miss T. M. Lyons, Mr. C. F. Leubert, Mr. H. R. Loeb, Mrs. Lai, Kam, Mstr. S. Ramon Lee, Mr. M. Nakamura, Mr. Dominador Pulido, Mr. P. Potenciano, Mr. Roy D. Petipren, Mr. Sin Wing, Mr. B. M. Tyler, Mr. J. P. Ulderap, Mrs. C. M. Whitcomb.

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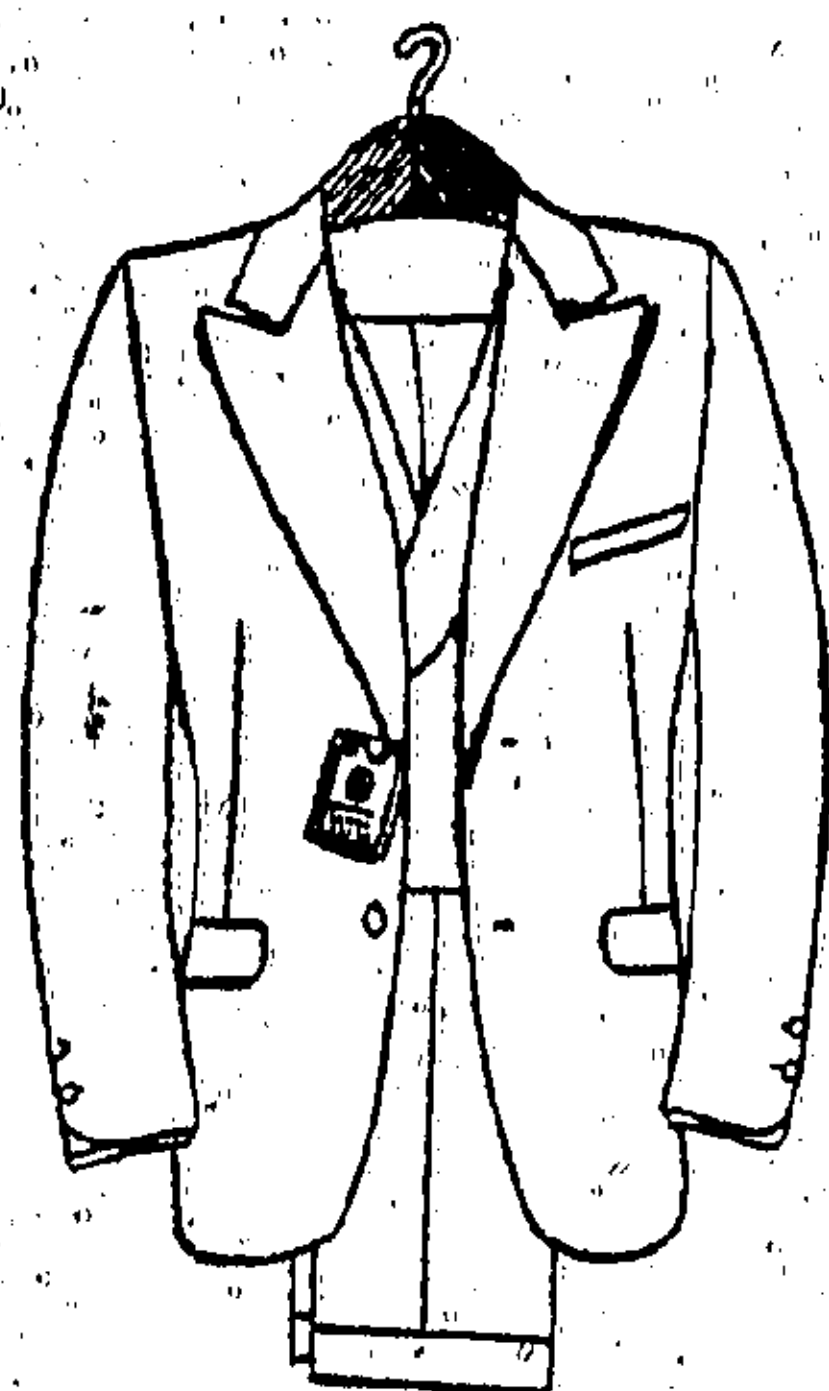
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| BEPPU: KAMEMOTO HOTEL | KYOTO: KYOTO HOTEL, KYOTO STATION HOTEL | NAGOYA: NAGOYA HOTEL | OSAKA: ONOMI HOTEL, TOKYO STATION HOTEL |
| OUZENJI (Nikko): LAURENCE HOTEL | MATSUBARA: MATSUBARA HOTEL | NARA: NARA HOTEL | UNZEN: UNZEN HOTEL, YAMAZAKI HOTEL |
| KAMAKURA: KAMAKURA HOTEL | MIYAJIMA: MIYAJIMA HOTEL | OSAKA: OSAKA HOTEL | |
| KARUZAWA: KARUZAWA HOTEL | YAMANOTE: YAMANOTE HOTEL | YOKOHAMA: YOKOHAMA HOTEL | |
| | | | |
| IN TAIWAN (FORMOSA) | | | |
| TAIPEI: TAIWAN RAILWAY HOTEL | CHANGCHUN: CHANGCHUN HOTEL | ROTEN (Mukden): ROTEN HOTEL | |
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| | | | |

THE JAPAN HOTEL ASSOCIATION
203 of TRAVEL BUREAU, DEPARTMENT OF RAILWAYS, TOKYO

FIGHTING RESUMED AT SHANGHAI

(Continued from Page 6.)

It is announced that as a result of the "bandit suppression" campaign in the Talingho district, 1,000 bandits were killed or wounded, and a similar number captured.

Traffic on the Chinese Eastern Railway, between Harbin and Manchuli, was resumed last night.

HARBIN OCCUPIED

MUKDEN, Feb. 7. Following the occupation of Harbin, the Commander of the Japanese forces has stationed the majority of his troops outside the city, forming a cordon round it. The Manchurian leader, General Ting Chao, who all along has opposed the Japanese, fled to Hulan, while the main body of his troops have retreated in the direction of Pihhsien.

They are being heavily bombed by pursuing Japanese planes, which have, it is reported, inflicted heavy casualties.

The attitude of General Ma Chan Shan, famous defender of Manchurian interests at the Nonni River, and Taitshar battles is reported in Mukden to be very uncertain. He is at present at Hailun, though it is rumoured that he plans an attack on the Japanese at Taitshar.

Passenger traffic on the Chinese Eastern Railway section from Changchun to Harbin, was resumed yesterday after being interrupted for a week or so.

RESISTANCE!

WILLING TO SACRIFICE
TREATY PORTS

(Wah Tsai Yat Pao.)

SHANGHAI, Feb. 8.

Though the highest executive organ of the Chinese Government has been transferred to Loyang, Honan, several administrative departments including the Finance and Foreign Ministries and the War Office are still functioning at Nanking for the sake of convenience. Those who are remaining at Nanking in charge of these offices are Messrs. Lo Wen Kan, Chen Kung Po, Chu Ching, General Chen Ming Shu and General Ho Ying Ching.

When interviewed a Nanking spokesman said that the Chinese Government with unreserved support from the Chinese people, is determined to resist to the last Japanese armed aggression. The Chinese Government believes that Japan's modern navy and air force would not help much in her attempt to conquer China. However, in carrying out her general scheme of opposing Japan's aggression, China must be prepared for the sacrifice of modern trading ports, which are exposed to air raid or naval attack by the enemy. The Chinese Government will not hesitate to sacrifice them as a price in her struggle for national existence in the world. For the growth of modern trading ports in China is the outcome of the gradual development of China's foreign trade, and as they mainly benefit a handful of Chinese and foreigners only, the complete ruin of them does not mean a heavy loss to the bulk of Chinese people who cultivate their lands in the interior.

THREE YEARS' WAR?

The retired soldier, Wu Pei Fu, comes into limelight again. He is now at Peiping, promoting the establishment of a national salvation fund. He bases his plan on the assumption that the resistance to the Japanese invasion may be at a matter of at least three years.

ADVERTISED SAILINGS FROM HONG KONG

SHANGHAI

Taiyo Maru, N.Y.K., Feb. 9.
Kwaishang, J. M. & Co., Feb. 10.
Tilboat, J.C.J.L., Feb. 10.
Tsingan, B. & S., Feb. 10.
Carthage, M. M. & Co., Feb. 11.
Klungchow, B. & S., Feb. 11.
Tilawa, M. M. & Co., Feb. 12.
Chipsing, J. M. & Co., Feb. 14.
Sandviken, J. M. & Co., Feb. 14.
Szechuen, B. & S., Feb. 14.
Glenluce, J. M. & Co., Feb. 15.
Tai Ping Yang, Dodwell, Feb. 15.
Soochow, B. & S., Feb. 15.
Andre Labon, M. M. & Co., Feb. 17.
Lina Maru, N.Y.K., Feb. 17.
Kumang, J. M. & Co., Feb. 18.
Kwangtung, B. & S., Feb. 19.
Emp. of Canada C.P.R., Feb. 20.
Shantung, Gilman, Feb. 20.
Birdwan, M. M. & Co., Feb. 21.
Shantung, B. & S., Feb. 21.
Antina Maru, N.Y.K., Feb. 24.
Cheongshing, J. M. & Co., Feb. 25.
Rajputana, M. M. & Co., Feb. 26.
Java, Manners, Feb. 29.
Hikawa Maru, N.Y.K., March 1.
Conte Rosso, Dodwell, March 4.
Emp. of Russia, C.P.R., March 4.
Pembrokehire J. M. & Co., March 11.
Emp. of Japan, C.P.R., March 15.
Glenluce, J. M. & Co., March 25.
Hiye Maru, N.Y.K., March 29.

SINGAPORE

Iyo Maru, N.Y.K., Feb. 9.
Gange, Dodwell, Feb. 10.
Talamba, M. M. & Co., Feb. 10.
Antina Maru, N.Y.K., Feb. 13.
Athena, B. & S., Feb. 16.
Athena II, M. M., Feb. 16.
Col. di Lana, Dodwell, Feb. 17.
Hakusan Maru, N.Y.K., Feb. 20.
Sirdhana, M. M. & Co., Feb. 20.
Hosang, J. M. & Co., Feb. 22.
Tottori, J.C.J.L., Feb. 24.
Tottori Maru, N.Y.K., Feb. 29.
Conte Rosso, Dodwell, March 13.
Monsalieri, Dodwell, March 13.

SOURABAYA

Athena, B. & S., Feb. 18.
Tinegara, J.C.J.L., Feb. 19.
Tibidak, J.C.J.L., March 1.

SOUTH AMERICA (West Coast)

Bokuyo Maru, N.Y.K., Feb. 14.
STAMBOUL (Constantinople).
Delagoa Maru, N.Y.K., Feb. 17.

STRAITS SETTLEMENTS

Kashmir, M. M. & Co., Feb. 13.
Pres. Garfield, Dollar, Feb. 21.
Formosa, Gilman, Feb. 27.
Pres. Polk, Dollar, March 3.
Pres. Adams, Dollar, March 20.

SUEZ CANAL

Gange, Dodwell, Feb. 10.
Athena II, M. M., Feb. 16.
Col. di Lana, Dodwell, Feb. 17.
Hakusan Maru, N.Y.K., Feb. 20.
Pres. Garfield, Dollar, Feb. 21.
Pres. Polk, Dollar, March 3.
Conte Rosso, Dodwell, March 13.
Monsalieri, Dodwell, March 13.
Pres. Adams, Dollar, March 20.

SWATOW

Klungchow, B. & S., Feb. 11.
Haining, Douglas, Feb. 12.
Chipsing, J. M. & Co., Feb. 14.
Sandviken, J. M. & Co., Feb. 14.
Szechuen, B. & S., Feb. 14.
Huiyang, Douglas, Feb. 18.
Soochow, B. & S., Feb. 19.
Shantung, B. & S., Feb. 21.
Cheongshing, J. M. & Co., Feb. 25.

SYDNEY

Changto, B. & S., Feb. 20.
Kitano Maru, N.Y.K., Feb. 27.
Tanda, M. M. & Co., March 4.

TIENTSIN

Chipsing, J. M. & Co., Feb. 14.
Kueichow, B. & S., Feb. 14.
Cheongshing, J. M. & Co., Feb. 20.

TSINGTAU

Kwaishang, J. M. & Co., Feb. 10.
Sandviken, J. M. & Co., Feb. 14.
Szechuen, B. & S., Feb. 14.
Soochow, B. & S., Feb. 19.
Shantung, B. & S., Feb. 21.

UNITED KINGDOM AND CONTINENT

City of Worcester, Bank Line, Feb. 15.

VANCOUVER

Protestant, B. & S., Feb. 13.
Emp. of Canada C.P.R., Feb. 20.
Hikawa Maru, N.Y.K., March 1.
Emp. of Russia, C.P.R., March 4.
Ixion, B. & S., March 10.
Emp. of Japan, C.P.R., March 15.
Hiye Maru, N.Y.K., March 29.

VENICE AND TRIESTE

Gange, Dodwell, Feb. 10.
Col. di Lana, Dodwell, Feb. 17.
Conte Rosso, Dodwell, March 13.
Monsalieri, Dodwell, March 13.

VICTORIA

Protestant, B. & S., Feb. 13.
Emp. of Canada C.P.R., Feb. 20.
Pres. Cleveland, Dollar, Feb. 20.
Emp. of Russia, C.P.R., March 4.
Pres. Taft, Dollar, March 5.
Ixion, B. & S., March 10.
Emp. of Japan, C.P.R., March 15.
Pres. Jefferson, Dollar, March 10.

VLADIVOSTOK

Glenluce, J. M. & Co., Feb. 15.
Pembrokehire J. M. & Co., March 11.
Glenluce, J. M. & Co., March 25.

WETAHWEI

Kueichow, B. & S., Feb. 16.

TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON
355 METRES.

11 to 11.30 a.m.—Stock quotations.
11.30 a.m.—Chinese recorded programme.
12.30 p.m.—European programme of Columbia records.

1 p.m.—Local time and weather report.

1.30 p.m.—Rugby Press news, mail, notices, etc.

Relay of speech from the Rotary Club.

2 p.m. (approx.)—Close down.

3 to 3.30 p.m.—European programme of Columbia records.

Variety.

Song—"Bubbling Over with Love."

Song—"Let's Get Friendly."—Florence Oldham (Comedienne).—DB320.

Band—"Sun."

Band—"The Lonesome Road."—Ted Lewis and his Band.—CB33.

Comedy Sketch—"Motoring."—Harry Tate and Company.—DX215.

Instrumental Duet—"Madley of Irish Polka."—Anonymus.—GB330.

Scotch Song—"Shiela McKay."—Scotch Song—"The Train That's Taking You Home."—Will Pyffe (Comedian).—9776.

Instrumental—"Dolores' Waltz."—Instrumental—"My Heart, is Yours."—The Odeon Argentiniana.—12152-F.

Song—"I Surrender, Dear."—Song—"It Must Be True."—Jack Plant (Baritone).—DB322.

5.53 to 6.29 p.m.—

Orchestral.

"Stenka Razin" (Glazounov).—Orchestra of the Brussels Royal Conservatoire.—L2133/L2134.

"Don Juan" (Tone Poem) (R. Strauss).—Bruno Walter conducting the Royal Philharmonic Orchestra.—L2057/L2058.

6.29 to 7.20 p.m.—

A Concert.

Piano Solo—"Waldenschen" (Liszt).—Leff Pouishoff.—2033-D.

Song—"The Song is Done" (Connelly and Stolz).

Song—"I'll Always be True" (Connelly and Benatsky).—Maria Burke (Soprano).—DB329.

Cello Solo—"Menuet" (Haydn, arr. Burmeister and Moffat).

Cello Solo—"Ghanson Villagocise No. 2" (Popper).—Gaspard Cassado.—DX313.

Chorus—"Chauve-Souris—The Alluring Gipsy Girl."

Chorus—"Chauve-Souris—Two Guitars."—M. Balleff's Chauve-Souris Company.—DB321.

Piano Solo—"Sonata" (Pathe-tique in C Minor (Beethoven).—William Murdoch.—9362.

Song—"The Guy Highway" (Lockton and Drummond).

Song—"On the Road" (Long-staff).—Robert Easton (Bass).—5551.

Viola Solo—"Minnelied" (Brahms, arr. Tertis).

Viola Solo—"On the Wings of Song" (Mendelssohn, arr. Tertis).—Lionel Tertis.—D1637.

7.20 to 8 p.m.—

Light Piano Solo.

"Song Hita"—Medley.—Billy Mayerl.—DB334.

"Wake Up and Dream"—Medley.—Billy Mayerl.

"Love Lies"—Medley.—Billy Mayerl.—5385.

"Nippy"—Medley.—Billy Mayerl.—DB388.

"Mr. Cinders"—Selection.—Billy Mayerl.—5336.

8 p.m.—Local time and weather report.

8.03 to 11.30 p.m.—Relay from Ko Shing Theatre.

10.30 p.m.—Rugby mid-day Press news.

11.30 p.m.—Close down.

All records in the above European programmes are supplied by Messrs. Anderson Music Co.

NEW YEAR AT CANTON.

(From Our Own Correspondent.)

CANTON, Feb. 8.

Old Chinese New Year Day passed in Canton with the usual revelry and merry-making, notwithstanding the grave Sino-Japanese complications. Practically all the shops in the city closed for the occasion.

VICTOR RADIO

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DARTMOOR PRISON

RETURNING TO NORMAL

NO CHANCES BEING TAKEN

(Reuter's Special Service.)

LONDON, Feb. 7. Evidence that conditions in Dartmoor Prison are returning to normal was furnished to-day when, for the first time since the mutiny, religious services were resumed.

The strictest precautions were taken to ensure no chance of a recurrence of the trouble. Warders were specially in attendance, ready to pounce on and remove any convict showing signs of starting trouble.

Only sixty-five of the most dangerous convicts, believed to have been the ringleaders of the mutiny, were not allowed to attend the services.

These exercised in batches of twenty, each guarded by six warders.

BELGIAN MINE DISASTER

EXPLOSION NEARLY 4,000FT. DOWN.

(Reuter's Special Service.)

LONDON, Feb. 7. News of a mine disaster has been received from Charleroi, in Belgium.

The disaster occurred when a fire-damp explosion took place nearly four thousand feet underground at the Bois Longue Mine.

Seven of the miners were seriously injured, while eighteen others were trapped between two falls of coal.

CHINA NAVIGATION COMPANY, LIMITED.

| | | |
|-----------------------------|-------------|-----------------------|
| BANGKOK | "KALGAN" | On 10th Feb., 10 a.m. |
| SWATOW & SHANGHAI | "KIUNGCHOW" | On 11th Feb., 10 a.m. |
| DALNY | "CHENAN" | On 11th Feb., 5 p.m. |
| SANTUO & DALNY | "TEAN" | On 13th Feb., 5 p.m. |
| HONGKONG, PAKHOI & HAIPHONG | "KINGYUAN" | On 13th Feb., 5 p.m. |
| SWATOW & HANGKOW | "KIANGSU" | On 14th Feb., 10 a.m. |
| SWATOW, SHANGHAI & TIENTSIN | "SZECHUEN" | On 14th Feb., 10 a.m. |
| SWATOW, SHANGHAI & TIENTSIN | "SOOCHOW" | On 16th Feb., 10 a.m. |
| WHAIRWEL, CHEFOO & TIENTSIN | "KUNGHOW" | On 16th Feb., 5 p.m. |
| AMOI & SHANGHAI | "TAIYUAN" | On 17th Feb., 5 p.m. |
| SWATOW & SHANGHAI | "KWANTUNG" | On 19th Feb., 10 a.m. |
| SWATOW, SHANGHAI & TIENTSIN | "SHANTUNG" | On 21st Feb., 10 a.m. |
| HONGKONG, PAKHOI & HAIPHONG | "KIUNGCHOW" | On 26th Feb., 5 p.m. |

For Freight or Passage apply to— **BUTTERFIELD & SWIRE,**
Telephone 30381.
CARGO AND PASSENGER OIL IS INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

TRAVEL A.O. LINE

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BRITISH STEAMERS: CHANGTE - TAIPING (8th)

FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE.

ELECTRIC LAUNDRY, BARBER SHOP, SUGAR AND STEWARD'S CARRIAGE.

Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, 276 RETURN.

LONDON (via Australia) from 2136-15-0.

(Australian Newspapers on Sale)

| STEAMER | Due Hong Kong | Leave Hong Kong | Leave Manila | Due Sydney |
|---------|---------------|-----------------|--------------|------------|
|---------|---------------|-----------------|--------------|------------|

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| CHANGTE | 9th Feb. | 20th Feb. | 23rd Feb. | 10th Mar. |
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|---------|----------|-----------|-----------|----------|
| TAIPING | 9th Mar. | 18th Mar. | 21st Mar. | 8th Apr. |
|---------|----------|-----------|-----------|----------|

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|---------|-----------|-----------|-----------|---------|
| CHANGTE | 12th Apr. | 19th Apr. | 22nd Apr. | 8th May |
|---------|-----------|-----------|-----------|---------|

| | | | | |
|---------|----------|----------|----------|----------|
| TAIPING | 10th May | 20th May | 23rd May | 8th June |
|---------|----------|----------|----------|----------|

"HOME via Australia" Tour—S.S. "CHANGTE"—20th Feb.

Opening of the Sydney Harbour Bridge and Festivities.

Detailed Itinerary on application. Fare £30-10 Return.

Also to Sydney only, and return. Eight weeks including hotels, sight-seeing trips, etc. £28. 0. 0.

AUSTRALIAN-ORIENTAL LINE, LIMITED

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COPENHAGEN

The M.S. "CHILE"

on or about 19th FEBRUARY 1932

For PORT SAID, ANTWERP, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN AND OTHER SCANDINAVIAN & BALTIC PORTS.

Other Sailings:—

M.S. "Chile" ... 19th Feb.

M.S. "Danmark" ... 18th Mar.

M.S. "Java" ... 29th Feb.

M.S. "Malaya" ... 25th Mar.

M.S. "Africa" ... 28th Apr.

M.S. "Africa" ... 28th May

Optional Bills of Lading issued to United Kingdom Ports

HONG KONG/BANGKOK SERVICE

maintained by the Fast Motor Vessels.

M.S. "MUINAM." M.S. "BINTANG"

m.s. "Muinam" to Bangkok via Swatow

Leaving here 12th FEB. 1932. Due at Bangkok 18th FEB. 1932.

For further particulars, please apply to—

JOHN MANNERS & CO., LTD.

Telephone 24071. Agents. MESSAGIERE BANK BUILDING.

PRINCE LINE

FREQUENT SERVICE

TO

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CALLING AT NAPLES

"MALAYAN PRINCE" ... Feb. 11th

"CINGALESE PRINCE" ... Mar. 16th

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For Passage Rates, Freight, etc., apply to—

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NEW STADIUM.

NATIONAL SPORTING CLUB'S FUTURE.

The negotiations for the development of the site of the Earl's Court Exhibition have been completed.

A stadium with a seating capacity of 14,000 is to be built on the ground occupied by the Empress Hall. It will be used for exhibitions of professional ice hockey, skating for the general public, and boxing tournaments, and will be completed within four months.

The National Sporting Club are co-operating in the scheme.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEUR NOTICE.

S.S. "DARTAGNAN"

ARRIVED HONG KONG ON TUESDAY, 2ND FEB. 1932.

From MARSEILLES, etc.

CONSIGNEES of Cargo by the above-named Steamer are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and placed at their risk in the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery can be obtained as the Goods are landed.

Goods not cleared within 7 days, including date of arrival, will be subject to Rent.

All Claims must be sent to the Under-Signed before Friday, the 12th Feb. 1932, or they will not be recognized.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Tuesday, the 9th Feb. 1932.

Consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined by the Company's Surveyors.

No Claims will be admitted after the Goods have left the Godowns.

No Fire Insurance will be effected by us in any case whatever.

L. OHL, Agent.

Hong Kong, 2nd Feb. 1932. [1770]



INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

| To | STEAMSHIP | DATE |
|--|----------------------------------|--|
| USINGTAU via SWATOW & SHANGHAI | "SANDVIKEN" "YATSHING" "DAVIKEN" | Sun., 14th Feb., at 7 a.m. Wed., 17th Feb., at 7 a.m. Sun., 21st Feb., at 7 a.m. |
| SINGAPORE, PENANG & CALOUTTA | "HOSANG" "KUTSANG" | Wed., 24th Feb., at 3 p.m. Tue., 1st Mar., at 3 p.m. |
| OSAKA via AMOI, S'HAL & KOBE | "KUMSANG" | Fri., 19th Feb., at 7 a.m. |
| KOBE via AMOI, YOKOHAMA & OSAKA | "YUENSANG" | Thurs., 3rd Mar., at 7 a.m. |
| OSAKA via AMOI, MOJI & KOBE | "SUISANG" | Satur., 19th Mar., at 7 a.m. |
| SANDAKAN | "YUSANG" "HINSANG" "MAUSANG" | Satur., 13th Feb., at Noon Satur., 13th Feb., at 2 p.m. Sun., 20th Feb., at Noon |
| TIENTSIN via SWATOW, SHANGHAI & CHEFOO | "CHIPSING" "ORONGSING" | Sun., 14th Feb., at 7 a.m. Fri., 26th Feb., at 7 a.m. |
| TSINGTAU via S'HAL | "KWAISANG" | Wed., 10th Feb., at 7 a.m. |

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.

Telephone: 30311. GENERAL MANAGERS.

GLEN LINE.

FARE: HONG KONG TO LONDON:—

1st JUNE/30th NOVEMBER ... £20. 0. 0d.

1st DECEMBER/31st MAY ... £25. 0. 0d.

To LONDON, ROTTERDAM & HAMBURG via STRAITS & COLON.

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENLURE" ... 15th February

Steamship "PEMBROKE" ... 11th March

Steamship "GLENLURE" ... 26th March

For Freight, Passage and further Particulars, apply to

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

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ARRIVALS FROM EUROPE

SAILINGS TO NORTH CHINA & JAPAN

(HAL) M.S. "ERMLAND" ... 17th Feb.

(NDL) M.S. "TRAVE" ... 27th Feb.

(HAL) M.S. "DUISBURG" ... 4th Mar.

(NDL) M.S. "TAIER" ... 5th Mar.

(HAL) M.S. "VOGTLAND" ... 20th Mar.

(NDL) M.S. "ALSTER" ... 22nd Mar.

(NDL) M.S. "ALSTER" ... 29th Mar.

NDL Hong Kong/New Guinea service: S.S. "BREMERHAVEN," 29th Feb. 1932, to RABAU and ports.

HAMBURG AMERIKA LINIE

JEBSEN & CO., Agents, 12, Pedder Street, Tel. 28651.

NORDEUTSCHER LLOYD

MELCHERS & CO., Agents, Queen's Building, Tel. 26378.

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THE HONGKONG & WHAMPOA DOCK CO., LTD.

Head Office and Works:

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T.S.S. "EMPERESS OF JAPAN."

In No. 1 Dock—Dims: 666'-0" O.A. x 88'-6" x 49'-6" MLD.—26,000 tons gross.

The Company possesses Six Granite Docks and Two Patent Slipways.

The dimensions of No. 1 Dock are 700' x 88' x 30'-6" over sill, H.W.O.S.T.

Salvage Tug "Henry Keswick," 2,000 I.H.P. Wireless Call Signal, V.P.S.T.

and Flag Call Signal. T.H.Q.B. Shearlegs capable of lifting 80 tons.

Codes Used.—A1, A.B.C. Fifth Edition; Engineering, First and Second Edition.

Western Union, Bentley's and Watkins.

Kindly send enquiries to the Chief Manager:

R. M. DYER, B.Sc., M.I.N.A., Kowloon Docks, Hong Kong.

Harbour Call Flags: "K" "V" "I"

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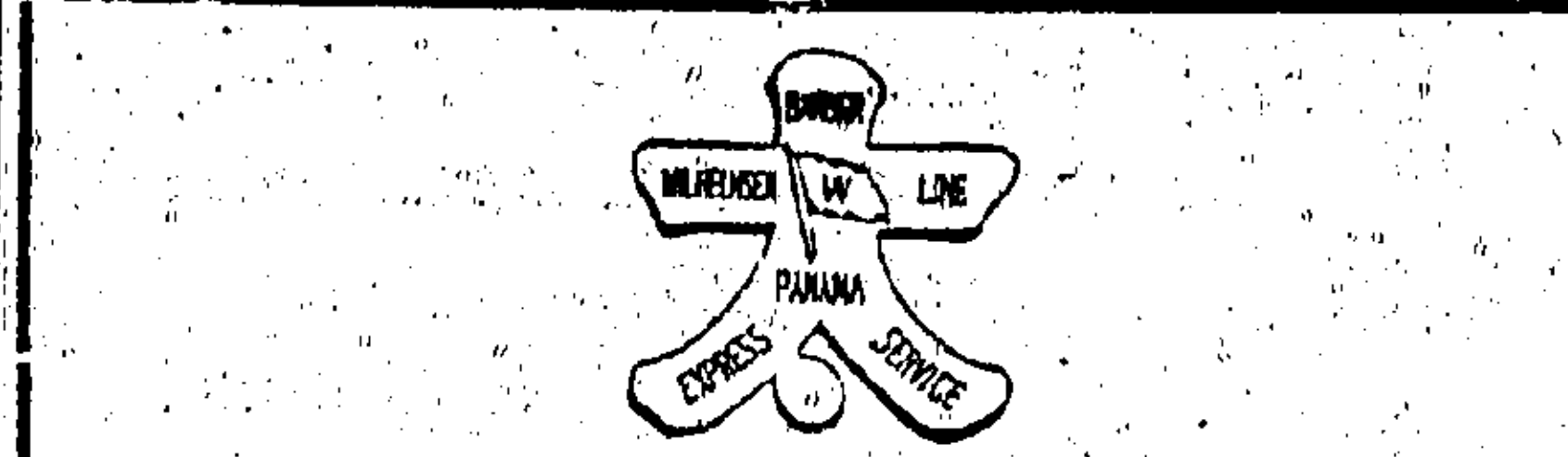
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BARBER & WILHELMSEN LINE.

TRANS-PACIFIC AND ATLANTIC COAST SERVICE

via PANAMA.

NEXT SAILING

M.V. "TAI PING YANG"

on FEBRUARY 16th

for

SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO

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| Hong Kong | Shanghai | Nagasaki | Kobe | Yokohama | Honolulu | Vancouver |
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| Leave 1932 | Leave 1932 | Leave 1932 | Leave 1932 | Leave 1932 | Leave 1932 | Leave 1932 |
| Emp. of Canada ... Feb. 20 | Feb. 23 | Feb. 26 | Feb. 27 | Mar. 2 | Mar. 6 | Mar. 11 |
| Emp. of Japan ... Mar. 4 | Mar. 7 | Mar. 10 | Mar. 12 | Mar. 15 | Mar. 18 | Mar. 21 |
| Emp. of Asia ... Mar. 15 | Mar. 18 | Mar. 21 | Mar. 23 | Mar. 26 | Mar. 29 | Mar. 31 |
| Emp. of Canada ... Apr. 4 | Apr. 11 | Apr. 14 | Apr. 15 | Apr. 18 | Apr. 21 | Apr. 24 |
| Emp. of Japan ... Apr. 22 | Apr. 25 | Apr. 28 | Apr. 30 | May 3 | May 6 | May 9 |
| Emp. of Asia ... May 9 | May 12 | May 15 | May 17 | May 20 | May 23 | May 26 |
| Emp. of Canada ... May 20 | May 27 | May 30 | May 31 | June 3 | June 6 | June 9 |
| Emp. of Japan ... June 3 | June 6 | June 9 | June 11 | June 14 | June 17 | June 20 |

Empress of Japan

Sails FRIDAY, FEBRUARY 19

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Freights 20042.

REDUCE THROUGH TICKETS TO EUROPE VIA U.S.A.
VARYING FROM £79 TO £120 ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

TAYO MARU ... Tuesday, 9th Feb.

SEATTLE, VANCOUVER via Shanghai & Japan Ports.

HIKAWA MARU ... Tuesday, 1st Mar.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.

SYDNEY & MELBOURNE via Manila & Ports.

ATSUBA MARU ... Saturday, 26th Mar.

MANILA.

ASAMA MARU ... Thursday, 18th Feb.

BOMBAY via Singapore, Penang & Colombo.

IYO MARU ... Tuesday, 9th Feb.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

BOKUYO MARU ... Sunday, 14th Feb.

NEW YORK, BOSTON via PANAMA.

LIVERPOOL via Port Said, Stamboul (Constantinople),

Genoa & Marseilles.

DELAGOA MARU ... Wednesday, 17th Feb.

CALCUTTA via Singapore, Penang & Rangoon.

AKITA MARU ... Monday, 15th Feb.

SHANGHAI, KOBE & YOKOHAMA.

LIMA MARU ... Wednesday, 17th Feb.

ATSUBA MARU (Nagasaki direct) ... Friday, 19th Feb.

KASHIMA MARU ... Saturday, 20th Feb.

For further information, apply to—

NIPPON YUSEN KAISHA,

Telephone 30291. (Private exchanges to all Depts.)



FRENCH MAIL STEAMERS

To MARSEILLES via Saigon, Singapore, Penang, Colombo, Djibouti (Aden), Suez, Port Said.

ATOS II ... 18th Feb.

D'ARTAGNAN ... 1st Mar.

ANDRE LEBON ... 16th Mar.

FELIX ROUSSEL ... 29th Mar.

G. METZINGER ... 12th Apr.

G. PHILIPPA ... 26th Apr.

PORTHOUS ... 10th May

CHENONCEAUX ... 24th May

We can issue Through Tickets to Egypt, Syria, Persia, East Africa, Madagascar by Transshipment on Mail Steamers at Port-Said, or DUESS.

COMMERCIAL LINE

For DUNKIRK via Haiphong, Oran, Le Havre, s.s. "Dr. P. BENOIT" on or about 8th February.

For Full Particulars, apply to—

Cie des MESSAGERIES MARITIMES,

Telephone 19661.

Shipping News Daily Statement, Waterfront News. ETC.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 10,637 TONS;
THROUGH CARGO
8,079 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

Cargo for Through Ports.

British H.K.

Haiching, Poochow 250

Talamba, Kobe 22 2,587

Halvard, Saigon 2,100

Sarpedon, Singapore 2,945 3,492

— 3,317 — 8,079

Danish Clara Johnson, Saigon 1,710

— 1,710 —

Japanese Hasei Maru, Sana 3,010

— 3,010 —

Total 10,637 8,079

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

British 4 1

Danish 1 1

Japanese 1 2

American 0 1

Dutch 0 1

Total 6 6

ARRIVALS AND DEPARTURES.

The arrivals and departures during the 24 hours ending at 9 a.m. yesterday were:—

Haiching (Br.) Poochow, Arr. Dep.

Swatow, 112

Clara Johnson (Dan.) Saigon, 77

Total 189

WARSHIPS IN PORT.

The following warships were in port yesterday:—

Basin—Tamar.

North Wall—Marazion.

South Wall—Tarrant.

East Wall—Whitehall, Herald.

North Arm—Cornflower, Odia.

West Wall—Cumberland.

Dock—Bruce, Pandora, Proteus.

Buoy No. 1—Hermes.

Buoy No. 2—Medway and Sub.

Buoy No. 7—Keppel.

No. 12—Wild Swan, Verity.

Buoy No. 13—Wishart.

Foreign—U.S. transport Gold Star and destroyer Stewart; Portuguese cruiser Adamastor.

SHIPS IN HARBOUR.

The following merchant vessels were in port yesterday:—

Wharves.

Kowloon—Burma Maru.

Socony—Laichikok—Coronin.

Docks.

Kowloon—Linchow, Yuan Jeng.

Hongkong, Bonny Maru.

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Motor Ship "DUISBURG"

having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong & Kowloon Wharf and Godown Company's godown at Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th February, 1932, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 15th Feb. 1932, at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

All Claims must reach us before the 26th February, 1932, or they will not be recognized.

No Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

JEBSEN & CO., Agents.

Hong Kong, 6th Feb., 1932. [1791]

Buoy.

Talkco—Chekiang, Anking, Solviken.

No. A2—Atlas Maru.

No. A3—Tjillibot.

No. A5—Chung Hwa.

No. A5—Malacca Maru.

No. A11—Tjilkenbang.

No. A12—Alipore.

No. B1—Kwansang.

No. B3—Kalgan.

No. B9—Chong Lee.

No. B11—Tung On.

No. B13—Chung Foo.

No. B14—Kweiyang.

No. B15—Chenan.

No. B16—Michael Jebson.

No. B17—Hiram.

No. B20—Poochow.

No. B22—Hinsang.

No. B23—Mikusan Maru.

No. B25—Cape St. Francisco.

No. C1—Gustav Diederichsen.

No. C2—Shun Lee.

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM LEITH, LONDON AND STRAITS.

The Steamship "BENMOHR."

CONSIGNEES of Cargo are hereby notified that all Goods are being landed at their risk into the Godowns and/or into the Godowns of the Hong Kong & Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 8th instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 10 a.m., by Messrs. Goddard & Douglas.

To comply with the General Bonded Warehouse Regulations consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 8th Feb., 1932. [1793]

CLEARANCES.

February 7.

Norviken, for Swatow.

C. Henri Rivieri, for Whampoa.

Michigan, for Manila.

Tsioy Maru, for Shanghai.

Hozan Maru, for Swatow.

Nieline Maersk, for Shanghai.

February 8.

Pres. Van Buren, for Manila.

Emp. of Russia, for Manila.

Kittawa, for Canton.

Soochow, for Canton.

Duisburg, for Yokohama.

Chenan, for Canton.

Malacca Maru, for Singapore.

Atlas Maru, for Singapore.

Cederic, for Canton.



FORTNIGHTLY PASSENGER AND FREIGHT SERVICE FOR

BRINDISI, VENICE & TRIESTE

Via Singapore, Colombo, Bombay, Aden, Suez, and Port Said.

Taking Cargo on through Bills of Lading to Fiume, Genoa, All Italian, Adriatic, Levant, Black Sea, and Danube Ports.

Passengers to LONDON (Overland).

NEXT SAILINGS FROM HONG KONG

S.S. "GANGE" (passenger boat) ... 10th Feb.

S.S. "COL DILANA" (cargo boat) ... 17th Feb.

S.S. "MONCALIERI" (cargo boat) ... 9th Feb.

S.S. "CONTE ROSSO" (pass. boat) ... 4th Mar.

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S.S. "SOUDAN" 5,300 5th Mar. Straits, Colombo & Bombay.

S.S. "CARTHAGE" 15,000 18th Mar. Straits, Colombo & Bombay.

S.S. "KAJPUTANA" 17,000 28th Mar. Straits, Colombo & Bombay.

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S.S. "NADDERA" 15,000 18th June Straits, Colombo & Bombay.

S.S. "KAJPUTANA" 17,000 28th June Straits, Colombo & Bombay.

S.S. "MANTUA" 11,000 30th July Straits, Colombo & Bombay.

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